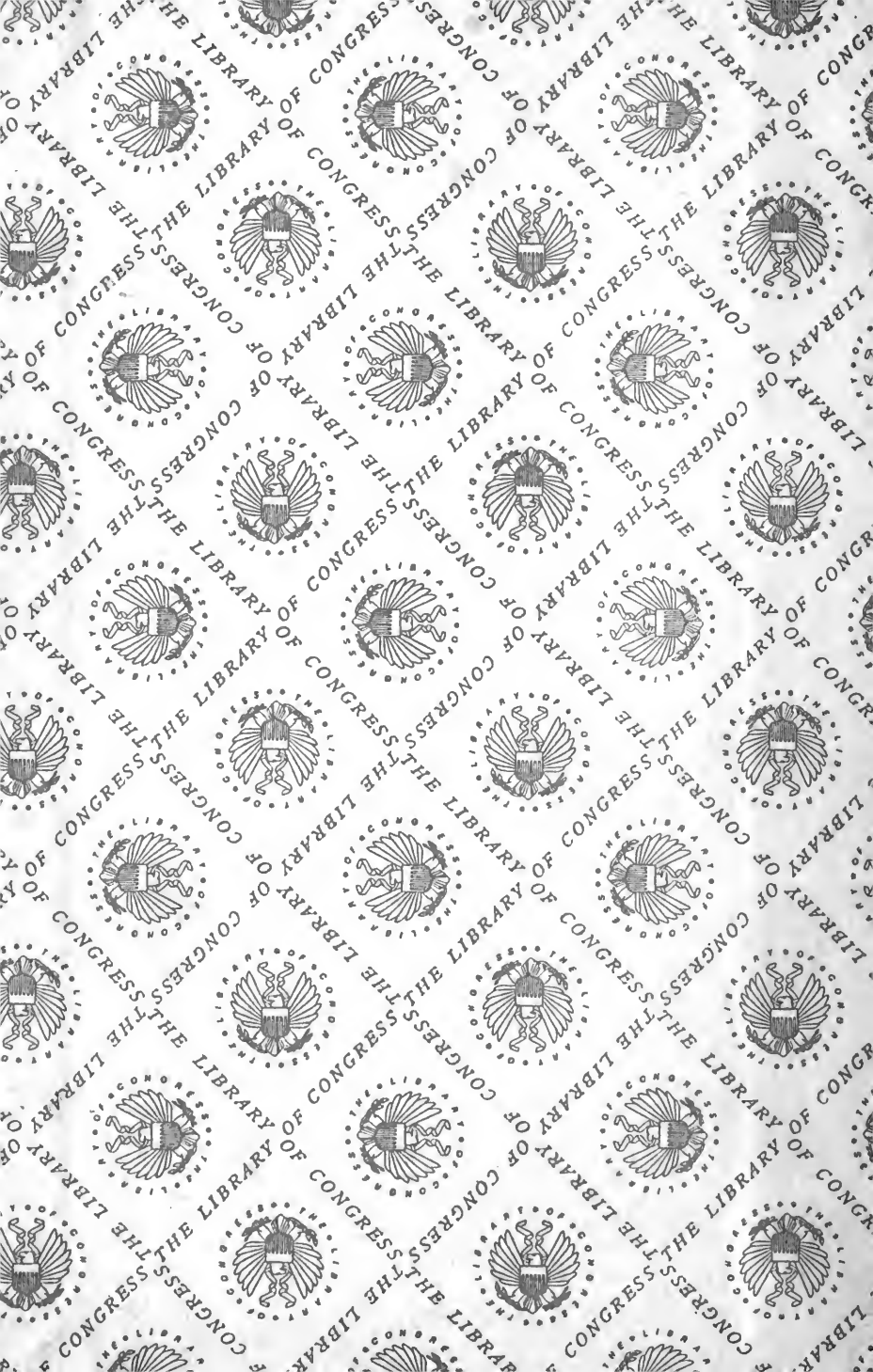
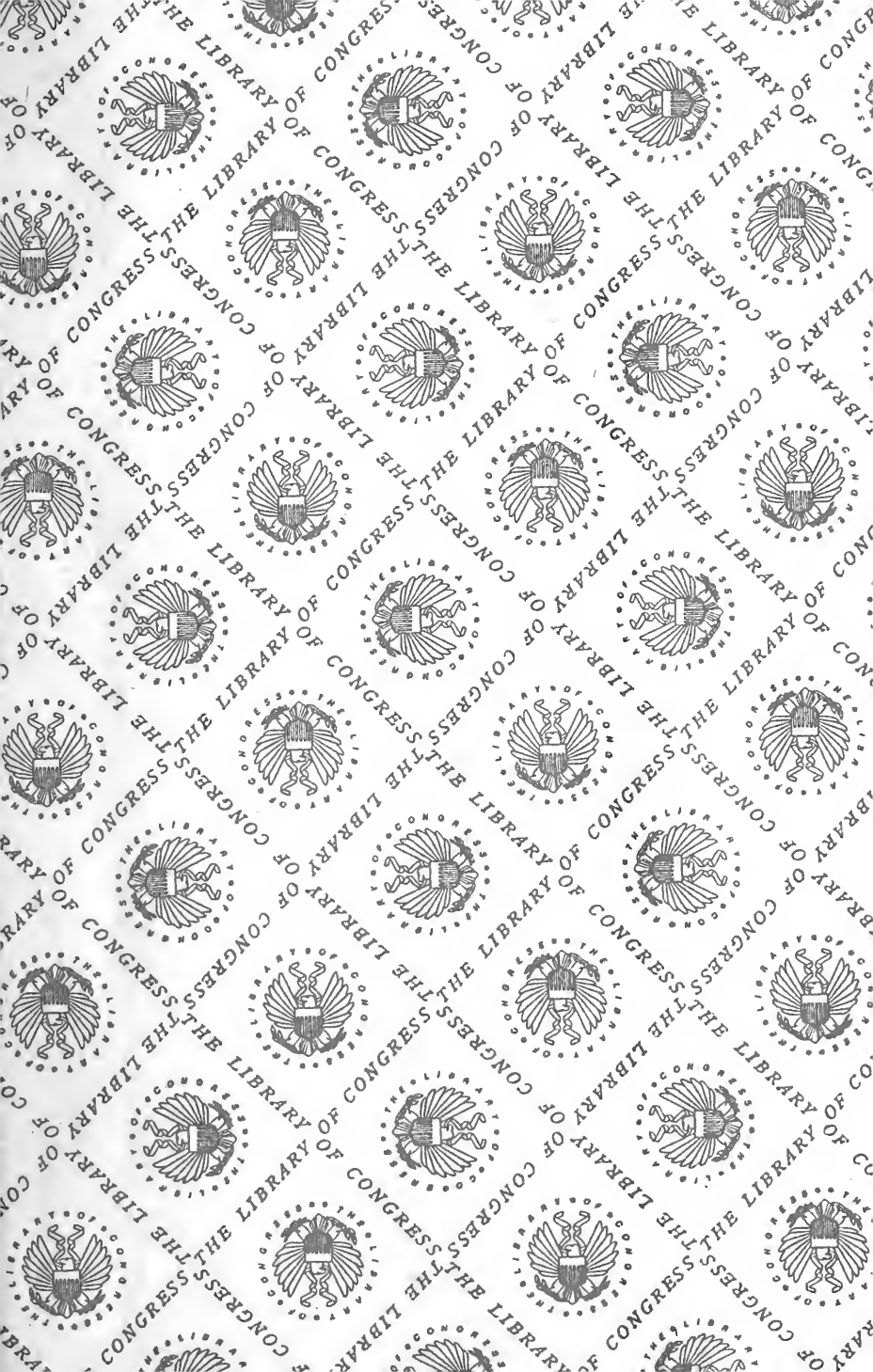


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TOUR

OF THE

INTERPARLIAMENTARY UNION

TENDERED BY THE

GOVERNMENT OF THE UNITED STATES

V

SEPTEMBER 7 TO 25

1904

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GENERAL PROGRAMME OF THE TOUR



GENERAL PROGRAMME
OF THE
TOUR AND ENTERTAINMENT
OF THE
INTERPARLIAMENTARY UNION.

The rendezvous for the members of the union and other guests will be at the Park Avenue Hotel (Thirty-second street and Park avenue) in the city of New York.

Tuesday, September 6.

Excursion to West Point, on Hudson River, on revenue cutters tendered by the Treasury Department. Escort by the cruiser Topeka, tendered by the Navy Department. Reception at West Point, tendered by the War Department.

Guests will embark at Barge Office, Battery, at 8.30 a. m. precisely. Luncheon on boats. Return to New York by special train on New York Central Railroad at 5 p. m.

Wednesday, September 7.

Leave New York, Twenty-third street ferry, Pennsylvania Railroad, at 9 a. m. Take special train from Pennsylvania depot, Jersey City. Arrive at Philadelphia at 11.50 a. m. Lunch at Hotel Walton. Visit Independence Hall and Baldwin Locomotive Works. Drive along the Schuylkill River to the Country Club. Dinner at Country Club. Leave Philadelphia at 9 p. m. for Pittsburg.

Thursday, September 8.

Arrive at Pittsburg at 7.30 a. m. After breakfasting, the guests will be taken by train to the Edgar Thomson Steel Mills of the

TOUR OF THE INTERPARLIAMENTARY UNION.

Carnegie Steel Company. Following the inspection of these works, the party will be transferred to the opposite bank of the Monongahela River for luncheon. After luncheon the train will move down the Monongahela to the Homestead Steel Works for the inspection of this plant, after which the train will return to the Union Station. Leave Pittsburg 4 p. m. (central time).

Friday, September 9.

Arrive at St. Louis, Mo. Headquarters, Southern Hotel.

Saturday, September 10.

Unofficial visit to world's fair by individual delegates. From 3 p. m. on, reception to the delegations of the different countries by the world's fair commissioners representing these countries, at their respective buildings.

Sunday, September 11.

Boat excursion on the Mississippi River, tendered by the citizens of St. Louis, under the auspices of the Business Men's League.

Monday, September 12.

Opening of conference at 10.30 a. m. at Festival Hall.
Afternoon, from 3 to 5, reception by the Board of Lady Managers of the World's Fair.
At 8 p. m. banquet tendered to the members of the Union by Hon. D. R. Francis, President Louisiana Purchase Exposition Company, at Tyrolean Alps.

Tuesday, September 13.

10.30 a. m. session of conference in the Hall of Congresses.
3 to 5 p. m. reception tendered to delegates by Colonel Watson, British commissioner, at British building.
Evening: Individual visits to World's Fair.

Wednesday, September 14.

10.30 A. M. session of conference in the Hall of Congresses.
Afternoon: Individual visits to Fair. Evening: 9.30 p. m. departure for the Rocky Mountains by the Burlington Route.

GENERAL PROGRAMME.

Thursday, September 15.

7 a. m. arrival at Kansas City. Breakfast and carriage ride.
1 p. m. leave Kansas City on Chicago, Rock Island and Pacific Railroad.

Friday, September 16.

Arrive at Colorado Springs at 8 a. m.

At 9 a. m. the party will have a choice of two trips—one to Pikes Peak over the Manitou and Pikes Peak Railroad, and one to Cripple Creek over the Colorado Springs and Cripple Creek District Railway. The train will leave Cripple Creek at 12, arrive at Colorado Springs at 2.30, and reach Denver over the Denver and Rio Grande Railway at 4 p. m., where the party will be entertained by the citizens.

Saturday, September 17.

September 17, leaving Denver at about 8.30 a. m., the party will have choice of three trips—one over the Georgetown Loop on the Colorado Southern Railroad, one over the first 50 miles of the Denver and Northwestern Railroad, and one to Fort Collins over the Colorado Southern Railroad, where are the agricultural colleges and some of the large industrial establishments.

These trips are all of equal length and the excursionists should be back in Denver about 2 o'clock, where they will have about two hours for luncheon and leave about 3.30 p. m. for Chicago over the Union Pacific and Chicago Northwestern.

Sunday, September 18.

Reach Omaha at 7 a. m. and without leaving the train will breakfast there. Daylight ride through Iowa, arriving in Chicago about 8 p. m.

Monday, September 19.

Spend day in Chicago.

Leaving Chicago in the evening, the party will probably move by two different routes. One section will proceed by the Michigan Central to Detroit, thence across Canada to Buffalo.

TOUR OF THE INTERPARLIAMENTARY UNION.

The Hungarian section will proceed via the Lake Shore and Michigan Southern to Cleveland, thence to Buffalo.

Tuesday, September 20.

One section of the party will spend the day in Detroit, leaving in the evening for Buffalo. The other section will spend the day at Cleveland and join the main party at Buffalo on the morning of the 21st.

Wednesday, September 21.

Visit to Buffalo and Niagara Falls, spending night at hotels.

Thursday, September 22.

Leave Buffalo, and daylight ride through New York State via New York Central to Albany and Westshore Road to Jersey City. Leave Jersey City at night for Washington.

Friday, September 23.

Morning: Arrive at Washington. Headquarters, Arlington Hotel. Carriage ride through the city.

After luncheon, excursion to Mount Vernon, the home and burial place of George Washington.

During their stay in the National Capital, members of the Union will have an opportunity to pay their respects to their diplomatic representatives.

Saturday, September 24.

Morning: No official programme. Afternoon at 2.30: Official reception by the President of the United States at the White House.

Sunday, September 25.

Breakfast at Arlington Hotel. Daylight ride to New York via Baltimore and Philadelphia.

Time of departure to be announced later.

GENERAL PROGRAMME.

PLAN OF THE TOUR.

It would be impossible in the brief space of time at the disposal of our guests, nearly all of whom are in active service in public life, to make a tour of the whole United States, even if Alaska and the islands of the sea were excluded. Taking the Exposition at St. Louis as the primary goal of the Interparliamentary Union, the trip has been so planned as to include some of the most characteristic portions of the United States, in such a manner as to embrace wide contrasts of scenery, topography, history, and industrial occupation.

Starting from the older-settled portion of the country the turn post of the trip, so to speak, will be in the new West. The life of the new and the life of the old will be in contrast. There will also be contrasts of scenery, the Appalachian Range contrasting with the prairies, and the Rocky Mountains contrasting with the Great Plains. Our guests will pass through regions of surprising fertility and through other belts in which every resource of engineering skill and industry are necessary for the redemption of the soil. Our guests will see our great cities and our little towns, our greatest rivers and our vast inland seas. They will pass through wooded forests and over treeless plains and rise from the level of the sea till the train rumbles in the clouds.

Furthermore, our guests will have an opportunity to see how a vast number of American people earn their living, and what are the fruits of their industry.

To this end, at the suggestion of the honorable the Secretary of the Treasury, a series of notes and facts concerning the different sections and States included in the route have been put together, more especially to illustrate the industrial aspects of the country traversed. An attempt has been made to indicate, so far as possible, the products for which each State is distinguished. To the members of this party, interested as they are in problems of finance, trade, and industry, it is thought that such a brief array of facts will not prove unwelcome. Those who desire can supplement them by more elaborate information obtainable from the reports of the United States Census.

No attempt, however, has been made, except by a brief suggestion here and there, to exhibit those equally important aspects of

TOUR OF THE INTERPARLIAMENTARY UNION.

American life which are illustrated in educational, philanthropic, and religious movements.

These outlines of the trip, following this itinerary, will be divided into four sections, corresponding to the grand divisions of the tour, viz:

1. From the Atlantic to the Mississippi.
2. From the Mississippi to the Rocky Mountains.
3. From the Rocky Mountains to the Great Lakes.
4. From Niagara to the capital.

These descriptive notes will be distributed to our guests, beginning at each stage of the tour, and will afterwards be given to them bound together under a single cover.

MAPS.

Upon the small map of the United States accompanying this itinerary the route of the tour is shown in red lines. This map will show the geographical relations of the States to each other.

In order to show each State in detail, with its population and railroad lines, a map of each State traversed, with the route marked thereon, will be given to each member

On the back of the map of the United States contained in this itinerary is another map showing the historic development of the United States and the extension of its boundary lines. This map is self-explanatory and will, it is hoped, prove of much interest to our welcome guests who are helping us to celebrate the acquisition and fruits of the Louisiana Purchase.

TABLE OF DISTANCES.

							Miles.
NEW YORK to PHILADELPHIA	-	-	-	-	-	-	91
PHILADELPHIA to PITTSBURG	-	-	-	-	-	-	354
PITTSBURG to ST. LOUIS	-	-	-	-	-	-	621
ST. LOUIS to KANSAS CITY	-	-	-	-	-	-	226
KANSAS CITY to COLORADO SPRINGS	-	-	-	-	-	-	624
COLORADO SPRINGS to DENVER	-	-	-	-	-	-	75
DENVER to OMAHA	-	-	-	-	-	-	569
OMAHA to CHICAGO	-	-	-	-	-	-	493
CHICAGO to NIAGARA FALLS	-	-	-	-	-	-	513
NIAGARA FALLS to NEW YORK	-	.	-	.	-	-	462
NEW YORK to WASHINGTON	-	-	-	-	.	-	228
WASHINGTON to NEW YORK	-	-	-	-	-	-	228
Total	-	-	-	-	-	-	4,484



FROM THE ATLANTIC TO THE MISSISSIPPI

FIRST STAGE



TOUR OF THE

INTERPARLIAMENTARY UNION.

FROM THE ATLANTIC TO THE
MISSISSIPPI.

The Pennsylvania depot in Jersey City is reached from New York by three lines of ferryboats running, respectively, from Liberty, Desbrosses, and Twenty-third streets. The boats are large and rapid, and every day the waters of the Hudson are crossed by a vast stream of humanity flowing into New York in the morning from New Jersey, which has many beautiful suburban residences and towns, and returning from New York in the evening. It is one of the bold designs of the Pennsylvania Railroad to tunnel the Hudson River and establish a great depot in New York City, so that eventually this stream of humanity which now passes over the Hudson will ultimately pass under it. Taking the upper deck of the ferryboat we have during the transit a fine view of New York Harbor on its west side. In the docks of New York and at Hoboken, N. J., lie the great liners which form a part of the ocean ferry, while the canal-boat traffic from the Hudson River brings down from the Erie Canal vast supplies of breadstuffs for home and foreign consumption.

At Jersey City we land at the Pennsylvania station, through which our distinguished guests will be introduced to their first experience of American railroad travel. The train, divided into two sections, each of them composed of sleeping, dining, and baggage cars, a sort of moving hotel, will be drawn by stalwart locomotives placed at the disposal of our guests by the Pennsylvania road. This road itself is an example of how transportation has developed in the United States. Originally intended as an enterprise entirely

TOUR OF THE INTERPARLIAMENTARY UNION.

local to the State of Pennsylvania, it has rapidly expanded in the course of fifty-seven years until, through the absorption of a number of other important lines, it penetrates thirteen States and has a total length of 10,562 miles. Seven grand divisions in the territory east of Pittsburg and Buffalo and two grand divisions west of these points, together with a number of small lines operated under the general direction of the Pennsylvania Railroad Company, are necessary to handle the immense traffic of the system.

During the last year the company transported over its lines the enormous amount of 295,120,398 tons of freight and 123,632,203 passengers. These grand totals represent traffic originating mainly



PENNSYLVANIA RAILROAD STATION, JERSEY CITY.

through the terminals of the company at New York, Philadelphia, Washington, Baltimore, Pittsburg, Buffalo, Cincinnati, Cleveland, Chicago, Indianapolis, Louisville, and St. Louis. To handle this tremendous traffic the company utilizes the services of over 100,000 employees, operates more than 4,000 locomotives, 3,000 passenger coaches, 600 Pullman cars, and nearly 200,000 freight cars, in addition to a large number of freight cars chartered or owned by various private interests and operated by the company.

Thus it will be seen that this single road in the United States employs in operating its vast system 33,000 more men than constitute the effective force of the United States Army, and moves

every week day an army of people nearly seven times as great as the Army of the United States, with more than $2\frac{1}{4}$ tons of freight for each passenger carried. As we have started on a pilgrimage of peace, it is reassuring to think what a vast number of workers are engaged in the development of prosperity through peaceful industry. Transportation is only one aspect, but in a country covering such magnificent distances as the United States, a very important aspect of the panorama of American life.

Emerging from the great depot at Jersey City, our route lies across the State of New Jersey.

STATE OF NEW JERSEY.

[Population, 1,883,669; area, 7,915 square miles.]

New Jersey was first settled by the Dutch in 1617. In 1702 it became a colony of the British Crown.

Even a casual glance at the map of the United States will show how many names of cities or political divisions were taken from the Old World. It was one way in which grateful memory and tender association were preserved. So New Jersey owes its name to the Isle of Jersey. Its area is about half that of Switzerland. The physical aspect of the State varies from the low sand plain in the south to the hilly country in the northwest. The greatest elevation is 1,750 feet above sea level. The State has a coast line of 120 miles, and is indented with 500 bays. The climate is mild. The coast is lined with popular resorts. The neighboring large cities create a steady demand for table vegetables, and market gardening is the principal agricultural pursuit. The long coast line of the State opens to it the wealth of the sea. In 1898 1,342,021 bushels of oysters were marketed, at a value of \$1,309,411. Its deep-sea fishing is likewise important.

The State leads all others in the manufacture of silk. There is abundant zinc and iron ore and a large deposit of glass sand and pottery clay.

During the struggle for American independence New Jersey was the scene of severe fighting.

The State ranks second in the production of Portland cement, second in value of oil refined, third in clay-working products,

TOUR OF THE INTERPARLIAMENTARY UNION.

which reach the value of nearly \$11,000,000. Princeton University and Rutgers College are the most prominent educational institutions. The Baron de Hirsch Agricultural and Industrial School, opened in 1894, is at Woodbine.

Paterson, not on our route, is noted for its silk industry. In 1900 there was \$30,000,000 invested in the silk industry in the State.

Jersey City, the starting point of this tour, is the second city in the State; population 206,433. It is essentially a railroad city, but has an extensive shipping business and large tobacco works. The train moves over a viaduct above the busy streets of Jersey City, and passes over the marshes that border the Passaic River. A glimpse of New York bay and the harbor may be had at the left, the highlands of New Jersey at the right, and the spires and chimneys of Newark in the foreground. This is the metropolis of the State, with a population of 246,070. It is the principal manufacturing town, with diversified interests and a thriving port. It will be noticed that the Pennsylvania line, particularly in the section between New York and Philadelphia, is carried either over or under the grade of all the largest cities and towns passed.

We pass the small cities of Elizabeth and Rahway and, still farther on, New Brunswick, the site of Rutgers College, founded in 1771.

South of New Brunswick the road leads over a beautiful plateau, which rises on the west in hills parallel to the road. In the middle distance are seen the spires and roofs of Princeton College, founded in 1746.

On a pilgrimage of peace we dare not lay too much emphasis on our battlefields, nor can we ignore them. Washington's crossing of the Delaware and the battle of Trenton were marked events of the Revolutionary war. Trenton, population 73,307, is the capital of the State of New Jersey; the gilded dome of the State Capitol is seen above the surrounding country. The city is chiefly famous for its potteries; some of the finest specimens of American china are made here.

The Delaware River on the southern boundary at Trenton divides the States of New Jersey and Pennsylvania.

STATE OF PENNSYLVANIA.

[Population, 6,302,115; area, 45,215 square miles.]

Pennsylvania, named in honor of its Quaker founder, William Penn, is the second State in the Union in population.

It was first settled by the Swedes in 1643 and permanently colonized by the British under Penn in 1682. Its area is a little less than that of England; its greatest length, from east to west, 303 miles; north to south, 176. Its physical character is exceedingly varied. The Appalachian Mountain system traverses the State from northeast to southwest, covering one-fourth of its entire area. The Allegheny range reaches an elevation of 2,800 feet. Pennsylvania is the only one of the thirteen original States without sea-coast; it has a coast line on Lake Erie of 45 miles.

The members of the Interparliamentary Union will find special interest in the fact that this State has perpetuated in its name one of the heroes of peace, of which William Penn was, like his coreligionists, a persistent advocate.

The Society of Friends, commonly known as Quakers, have had for two hundred and twenty-five years an important influence in the social, industrial, and educational life of the State, and have maintained likewise a continued advocacy of international peace. The principle of arbitration for the settlement of differences found early illustration in Pennsylvania in the appointment of persons known as peacemakers, who were to adjust all quarrels. The ideal of brotherhood held by the Friends, repeated from its Greek prototype, is embodied in the name Philadelphia.

The State ranks first in the production of iron, steel, coke, Portland cement, and natural gas. Almost all the anthracite and 36 per cent of the bituminous coal comes from Pennsylvania.

Pennsylvania is interesting because both manufacturing and agricultural industries are maintained in a high degree of activity. In manufactures the State ranks second to New York in product. In 1900, 52,185 establishments employed 733,834 wage-earners. The combined capital was \$1,551,548,712, and the gross value of products, \$1,834,790,860. Pennsylvania leads among the Middle States in cotton manufacture, and is second in the United States in wool and silk manufacture. It has numerous quarries. In 1900 there were 20,330 miles of railroads in operation.

In agriculture it ranks first in the production of rye, raising about 4,500,000 bushels last year. Market gardening and floriculture are profitable industries. The State contains many nurseries.

Educational institutions abound, and the annual expenditures for public schools is about \$22,000,000.

Philadelphia, the third city in the United States in population, has 1,293,697 inhabitants, and covers 129 square miles of territory; it was the seat of the Revolutionary government during the war of Independence, and contains many places of historic interest, most conspicuous of them all, Independence Hall, where on July 4, 1776, the Declaration of Independence was drawn up and ratified. The Centennial Exposition, the first American world's fair on a truly international scale, was held in Philadelphia in 1876 to commemorate the signing of the Declaration. The Constitution of the United States was adopted in 1787, and the Constitutional Convention was held in Philadelphia. Here, too, is the grave of another advocate and promoter of international peace, that picturesque and striking figure in early American history, whose influence was felt on two continents, Benjamin Franklin, printer, philosopher, and statesman.

The two most prominent educational institutions in the city are the University of Pennsylvania and Girard College, an institute for poor boys founded by Stephen Girard, with the unique provision in the will that no minister or priest of any sect shall be admitted within its grounds or its walls. The Drexel Institute offers a fine opportunity for instruction in textile fabrics and instruction in graphic and plastic art. The Art Museum, a few minutes from the station, in addition to reproductions of classic sculpture, has modern pictures of interest and value.

In the great terminal station, imposing in its architecture, the executive offices of the Pennsylvania Railroad are located:

The most notable industries of Philadelphia are enormous industrial plants producing carpets, woolens, and hats, the Baldwin Locomotive Works, and the Cramps' shipyards. It is also a center for coastwise trade. It has a charming park, extending along the Schuylkill River for miles. Germantown is one of the most beautiful of its suburbs.

From Philadelphia the route runs west through a fertile country, to Harrisburg, the capital of the State, which is situated on the foothills of the Appalachian Mountains in a beautiful environment of



BROAD STREET STATION, PHILADELPHIA.

TOUR OF THE INTERPARLIAMENTARY UNION.

mountain and river scenery. The city has a large iron and steel trade and is an important center of the Pennsylvania Railroad. To the north and west lie rich coal fields, for which the State is famous. The deposits support a large population in numerous towns and villages. The largest of these is Scranton, a city of 100,000 inhabitants and the center of the anthracite coal industry.



STONE VIADUCT, SUSQUEHANNA RIVER, PENNSYLVANIA RAILROAD.

Five miles west of Harrisburg the road crosses the Susquehanna River. The new stone bridge is the longest and widest stone viaduct in the world. It is a succession of 48 stone arches, is 3,830 feet long, 52 feet wide, and has four tracks of standard gauge.

The journey to Pittsburg is through a beautiful diversified country, ranging from rolling farm lands in the east to the mountains of central Pennsylvania and to the coal hills in the western section. The

route through the Allegheny Mountains, including the celebrated Horseshoe Curve, presents an attractive variety of mountain scenery, and from the glimpses of coal mines, from the glare of furnaces, and the blaze of coke ovens, we may guess the secret of the sources of the company's enormous freight tonnage.

Pittsburg, "the Steel City," population 321,616, is the western gateway of Pennsylvania. Founded but little over a century ago as a place of defense against marauding Indians, to-day it is the center of the steel industry of the world. Its mills produce everything possible of manufacture from these metals and its products



THE HORSESHOE CURVE, PENNSYLVANIA RAILROAD.

are distributed throughout the world. Allegheny County, of which it is the capital, contains most of the plants of the Carnegie Company and many other of the most important mills of the United States Steel Corporation. The Union Railway, a short belt line connecting the various Carnegie works, in 1899 had a tonnage of 16,000,000, or more than that of three of the great transcontinental lines; with 13,000 miles of track, 1,300 locomotives, and 50,000 freight cars. Pittsburg has the heaviest railway tonnage of any city in the world.

Its manufacturing supremacy depends on coke from Connellsville coal fields, 60 miles distant. Ore is brought by lake and rail 1,000 miles from the Lake Superior mines, where the ore in sight belonging to the United States Steel Corporation alone is estimated at 500,000,000 tons. This corporation owns about 60 per cent of the

high-grade ores thus far developed in the Lake Superior region and produces approximately 60 per cent of all the iron and steel made in the United States, its output for 1902 being greater than the entire iron and steel product of Great Britain. The formation of this company, 1901, excited much interest by reason of its being the first billion-dollar corporation formed. Its activities center largely in and around Pittsburg, but they extend to every considerable city in the United States. It is also exporting considerable steel at the present time. An enormous trade is done also in Pittsburg in coal and coke.

STATE OF OHIO.

[Population, 4,157,545; area, 41,060 square miles.]

Thirty miles west of Pittsburg the train leaves Pennsylvania and enters Ohio, another leading agricultural and manufacturing State. There are nearly 9,000 miles of railways and 600 miles of canals.

This section of the country was first explored by the French La Salle about 1680. The first permanent settlement was made at Marietta in 1788.

The general surface is that of an undulating plain divided by the main watershed into two slopes; the northern slope draining into the Great Lakes, and the southern slope into the system of the Mississippi. We even read of a house in Ohio from which the rain on one side of the roof makes its way to the Atlantic by way of the St. Lawrence, and on the other side follows the Mississippi to the Gulf of Mexico.

On the trip west our route lies along the southern slope; on the return it will cross the northern part of the State.

Ohio is a large producer of wool, butter, cheese, grain, and live stock. Extensive capital is invested in horticulture. Ohio wines rank high among American vintages. The total value of its fruits is nearly \$9,000,000. The strawberry is the most important small fruit. Its live stock product is of great value; the State ranks second in number of swine. The wool clip for 1901 reached 13,370,553 pounds.

Ohio occupies the first place in Lake Erie fisheries. In 1899 the catch in Lake Erie was over 58,000,000 pounds. Interior fishing

and fish culture have rapidly increased. The fisheries of Grand Reservoir are said to be the largest from an artificial body of water in the world.

Ohio is also one of the foremost manufacturing States; it possesses great natural advantages and vast wealth of raw material. In 1900, there were 32,398 manufacturing establishments, reporting a combined capital of \$605,792,266. The State leads the country in the production of sandstone. There are large deposits of coal and petroleum and a great volume of natural gas.

In 1900, Ohio ranked first in value of pottery produced, and second in production of pig iron.

Educationally the State is noted for its large number of small colleges.

The first city of importance on our route is the State capital, Columbus (population 125,560), a large railroad center. The State prison, the largest prison in the country, is located here, also the largest institution for the feeble-minded in the United States. Ohio is one of the most active and progressive States in its organization and conduct of State charitable and correctional institutions. Cincinnati (population 325,902), the most important city in Ohio, lies some 50 miles to the south on the Ohio River, which separates the State from Kentucky. The city is distinguished not only for its industries, but for its cultivation of music and other arts.

We traverse the entire width of the State of Ohio and enter Indiana, which forms the western boundary.

We shall pass through other cities of Ohio on our return along its northern boundary.

STATE OF INDIANA.

[Population, 2,516,462; area, 36,350 square miles.]

Indiana was first settled by the French 1702. It was admitted into the Union in 1816. The average altitude is 735 feet. The State has but 60 miles of coast line on Lake Michigan. The Ohio River forms the entire southern boundary, and the Wabash River drains three-fourths of the entire area. Agriculture is the leading industry. In 1900 Indiana ranked next to Kansas in production of winter wheat. The entire cereal crop in the same year, including wheat, corn, oats, rye, barley, and buckwheat, was valued at \$64,204,491.

Fruits and berries are cultivated extensively. Stock raising is an important industry, 3,500,000 acres being under pasture.

A wonderful impulse was given to manufacturing industries by the discovery of natural gas, which has an area of 2,850 square miles. The value of the output of natural gas is \$7,254,539. The development of oil fields is steadily increasing. The number of wells producing in 1900 was 6,113, and the total production was valued at \$4,693,983.

Among the principal industries is glass making—over 13,000 being employed in this industry—tinplate making, machinery, furniture, and paper manufacturing. The annual appropriation for public schools is over \$23,000,000.

As in Ohio, our route going westward runs through the southern portion of the State, and the northern portion will likewise be crossed on our return. We pass through Indianapolis, the capital and principal city of the State, population 169,164; an important railroad center, and a distributing point for a large population. The principal manufactories are furniture, wagons, and bicycles. Close to the western boundary of the State is Terre Haute, population 36,673. Its name, like those of Des Moines, Detroit, Rochelle, and other cities in the central West, is a reminiscence of French occupation.

STATE OF ILLINOIS.

[Population, 1900, 4,821,550; area, 56,650 square miles.]

One of the foremost agricultural States, a leading producer of corn, oats, hay, and live stock. The area is about equal to that of England and Wales. It is the first State in railway mileage, having 6 per cent of the total mileage of the United States. In 1850 the number of miles of railway in the State was 111; in 1900, 11,002; per 100 square miles of territory, 19.65; per 10,000 inhabitants, 25.04. The corresponding figures for the United States and European countries are as follows: Number of miles of railroad per 100 square miles of territory—United States, 6.2; England, 25.4; France, 9.8; Germany, 14.3; Belgium, 25.2. Miles per 10,000 inhabitants—United States, 24.5; England, 5.1; France, 6.7; Germany, 5.6; Belgium, 4.3.

The State was first explored by the French under Marquette in 1679. Indian troubles retarded its early development. Since the Black Hawk war of 1832 it has been the field of peaceful and rapid progress. In its physical features it is one of the most level States in the country. It is well watered and drained by a number of large rivers. The climate is healthful and bracing. Agriculture is the leading industry, the State ranking first in the production of oats and second in corn. Almost every branch of agriculture, horticulture, stock, and dairy industries are in thriving condition. Illinois ranks first of the inland States in its fisheries, the catch in 1900 being 11,500,000 pounds.



UNION STATION, ST. LOUIS.

There are a number of large manufacturing cities in the State in addition to Chicago, the metropolis of the central West, which lies on the route of the return trip, and will be referred to later.

In 1900 there were 38,360 manufacturing establishments employing a combined capital of \$776,829,598. The value of manufactured products was \$1,259,571,105, or \$200,000,000 more than the national debt of the United States. The State leads all others in the manufacture of distilled liquors. It is second in the production of bituminous coal. There is a large output of Bessemer steel

rails, nails, pig iron, bricks, tiles, and pottery. The Elgin watch factory is one of the largest in the world.

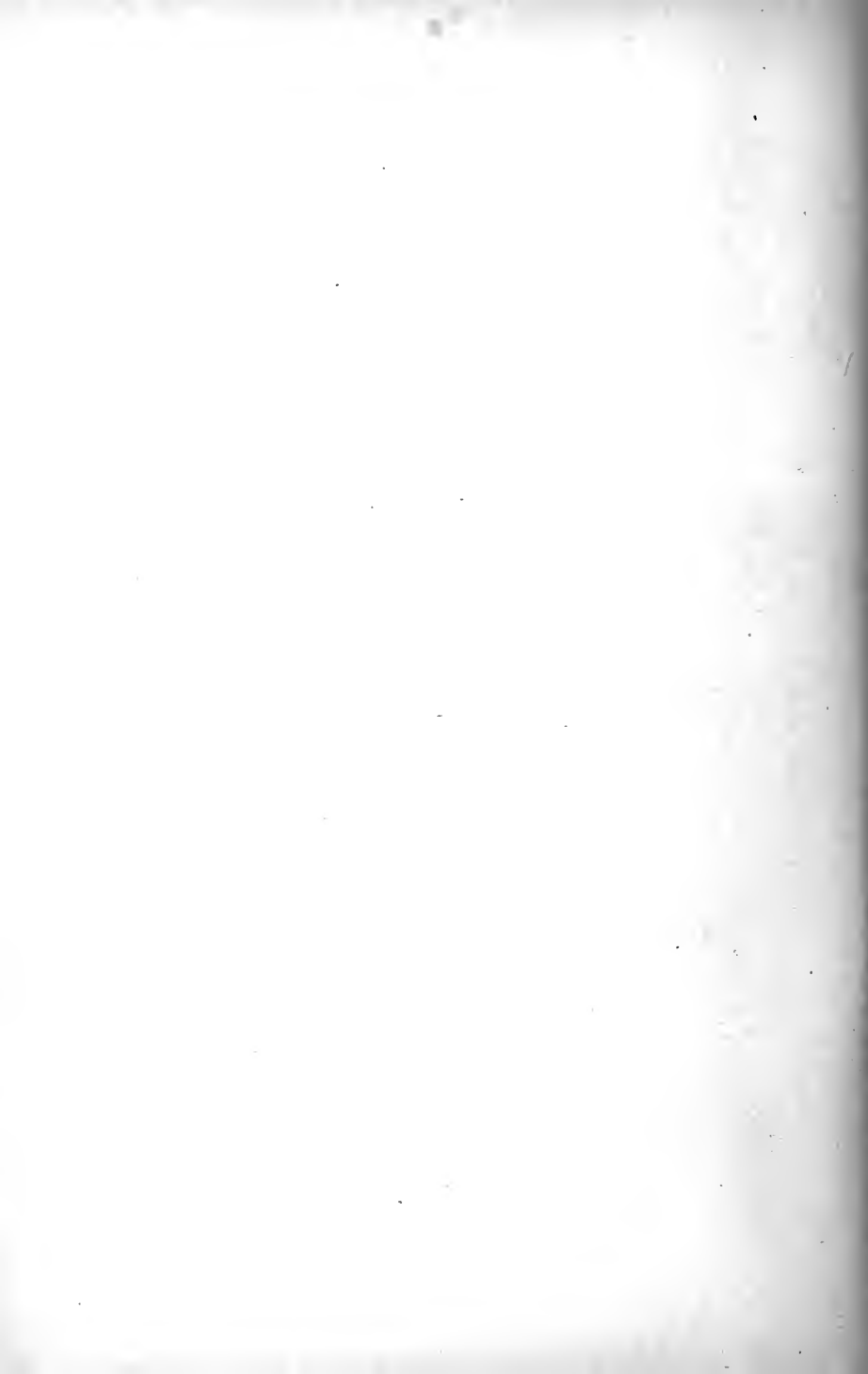
The capital city is Springfield, population 34,159, center of coal industry, home of Abraham Lincoln. Peoria is the second city in the State, population 56,100.

The manufacturing industries of Illinois lie mostly in the northern part of the State, which will be crossed on the return trip. Our route westward lies across the level and fertile fields of the famous prairies of the State. The only city of industrial importance is East St. Louis, situated on the Mississippi River. Its river trade is large and there are a number of manufacturing industries; population 29,655.

We cross by bridge the Mississippi River, the largest stream in North America and enter the State of Missouri and St. Louis, the primary goal of our pilgrimage.

FROM THE
MISSISSIPPI TO THE ROCKY MOUNTAINS

SECOND STAGE



TOUR OF THE

INTERPARLIAMENTARY UNION

FROM THE MISSISSIPPI TO THE
ROCKY MOUNTAINS.

The Interparliamentary Union now enters upon the second stage of its journey. Leaving St. Louis for Kansas City we are carried upon another of the most prominent of American railway lines, the Chicago, Burlington and Quincy, now more generally and conveniently designated "the Burlington route."

A few words as to the country it traverses and its interesting relation to the development of the sections it unites will not be amiss.

We shall pass through a fertile and picturesque portion of one of the most unique States in the Union, the State of Missouri. Our route runs in an almost direct line from east to west a short way north of the center of the State. A portion of the distance, between St. Louis and Mexico, a town in Missouri, is traversed by a new line, and the passenger has the novel experience of witnessing the birth of new towns in a very old country. Jefferson City, scarcely more than 100 miles away, was settled in 1719, yet here, nearly two hundred years later, enterprise finds a field for development which in some respects seems extremely primitive. Farther to the westward an older portion of the line is encountered, and there the evidences of long habitation are again apparent. Some of the towns passed are older than cities which now have a population rising high above the 100,000 mark.

To those interested in the future development of the United States as a nation this section should be of unusual importance, for here, where the memorable Missouri Compromise had its birth, a transition is in progress, and the State's unexcelled resources are to be quickened into new activity.



MYSTIC FALLS.

In short, the railway is pioneering through an old country in its effort to lessen time by lessening distance.

Pioneering has been the lot of American railways; they have been the harbingers of civilization. The "C., B. and Q.," as it is familiarly termed in the West, has been one of the greatest factors in the development of the vast tract between the Mississippi and the Rocky Mountains. Yet it is scarcely half a century old, having had its inception not earlier than 1849, twenty years after steam power was first employed in American railway service.

The courage of American enterprise and the rapidity of its progress are shown in the history of the railroad, which is a part of the history of the country it traverses. Its actual construction has been accomplished in less than a half century, yet its 8,849 miles of main track would be more than sufficient for a rail journey from St. Louis to New York, thence to Liverpool, thence back to St. Louis, were such journey possible. Its secondary tracks and sidings, amounting to 2,444 miles, are more than enough to span Europe at her greatest breadth. Over these thousands of miles a daily average of 950 trains are operated. There are enough Burlington Route cars to extend in unbroken rank entirely across England, and enough passenger cars of varied sorts to form a train 10 miles long. These cars are drawn by 1,323 locomotives, and the operation of the system gives regular employment to 40,000 men, or more than are comprised in the United States Navy.

Compare these figures with those of 1856, when the company owned but 54 locomotives, 31 passenger coaches, and 594 freight cars, and the rapidity of its development becomes apparent.

But the organization and activity of an American railway system is not confined to the country through which it passes, and the magnitude of the system is not seen alone in its mileage or rolling stock. Thus the Burlington, though it has no rails east of St. Louis and Chicago, nor west of the Great Divide, has representatives abroad and at every city of first rank on both the Atlantic and Pacific coasts; it has depots and ticket agents at 274 cities, towns, and villages in Illinois, 230 in Iowa, 29 in Wisconsin, 10 in Minnesota, 171 in Missouri, 277 in Nebraska, 32 in Kansas, 28 in Colorado, 18 in Wyoming, 23 in South Dakota, and 7 in Montana. It maintains a regular service of trains from St. Louis and Chicago on the east into most of the States included in the territory of the Louisiana

TOUR OF THE INTERPARLIAMENTARY UNION.

Purchase. Into some of these States the Burlington went as a pioneer. In some instances its rails were laid through long stretches of country before any permanent settlers arrived to take up the land. As a Western road it had to serve civilization both as herald and handmaid. That portion of it which the Interparliamentary Union uses is wholly within a country where the soft speech



LONG LAKE AND SNOWY RANGE, COLORADO.

and the courteous manners of the old South still prevail, and where, while the surface is broken and hilly, there are many fine valleys with fertile and well-timbered lowlands, and, more rarely, prairies. Yet this same system has extended its rails to the lake regions of Minnesota, where entirely different customs and methods prevail; to the "Rampart Range of the Rockies," where still another phase

of Americanism is apparent; to the Black Hills of South Dakota, unlike any other portion of the globe, and from there on out to Montana and the gateway of Yellowstone Park.

Thus, if one were to travel completely over this one of many great American systems, he would be made acquainted with four distinct sections of country, each a little world within itself, with distinctive physical environments, distinctive characteristics and modes of living.

MISSOURI.

[Population in 1900, 3,106,665. Area, 69,415 square miles.]

Missouri, pronounced as though spelled Mis-soo-ree, and derived from an Indian word signifying "muddy," was settled by the French at Fort Orleans, near Jefferson City, in 1719, and has played a prominent part in the affairs of the nation ever since. It was the eleventh State after the formation of the Union to be admitted to the sisterhood of States, and received its present limits in 1835.

A rapidly developing agricultural State; ranks third in the production of corn; great production of other cereals, live stock, and fruit. Extensive manufactures centering at St. Louis. Considerable output of coal, lead, and zinc.

Missouri first became United States territory by the Louisiana purchase of 1803. The Territory of Missouri was organized in 1812. The act which enabled Missouri to enter the Union as a slave State was known as the "Missouri Compromise," and was approved June, 1821.

In the southern portion of the State the Ozark Mountains rise to a height of 1,697 feet. The rest of the State is mostly good farm land, undulating prairies, or gentle hill land. The State is drained by the two greatest rivers of the country, the Mississippi and the Missouri, affording nearly 1,000 miles of navigable waterway. Its frontage on the Mississippi is 500 miles.

In agriculture the staple products are cereals, tobacco, and fruit.

Horticulture is one of the most profitable pursuits in the State. The fruit farms in southwestern Missouri are an important source of wealth. Apples and peaches are grown extensively. There has been a great increase in the number of trees since 1890. There are more than 20,000,000 apple trees, an increase of 145 per cent;

TOUR OF THE INTERPARLIAMENTARY UNION.

4,557,365 peach trees, an increase of 129 per cent. The value of the fruit crop in 1897 was \$20,000,000. Stock and poultry raising and dairy farming are important industries. The value of animal products in 1899 was \$97,841,944; dairy products, \$15,042,360; poultry, \$9,525,252; eggs, \$8,315,371.

Missouri is one of the foremost manufacturing States of the Union. The total capital invested in manufactories is \$249,888,581. The Ozark Mountains are rich in minerals; coal, lead, iron, and zinc are the principal ores. Glass sand, kaolin, and fine clay are plentiful. Deposits of onyx and gold have also been found.



ON THE WAY TO THE MINES.

The State is well wooded except on the northern and western sections. Oak, walnut, sycamore, hickory, and pecan are found.

St. Louis, with which our guests have already become well acquainted, is the metropolis of the State and the most important city on the Mississippi River. It serves as an immense distributing center to a vast agricultural district. In the race for commercial supremacy the railroad has outstripped the steamboat, and much commerce is now carried on by rail which was once carried by water. It will be seen by the State map that our route lies almost

due west across the State. No large cities are noticeable till we reach Kansas City. St. Joseph is the third city of the State. Kansas City and St. Joseph have each doubled their population in the last fifteen years. This growth is largely due to the slaughtering and packing industries.



GATEWAY TO THE GARDEN OF THE GODS.

To see how rapidly an American mining town may increase one should go to Joplin, an enterprising city in the center of a great zinc and mining district. In ten years, from 1890 to 1900, its population (26,023) increased 161.7 per cent.

Kansas City, on the extreme west boundary of the State, on the Missouri River, is our next stopping place; an enterprising city, so enterprising indeed that, disregarding the political boundaries of the State and the natural boundary of the river, it stretches across

into the State of Kansas. Next to Chicago it has the largest meat-packing interests in the world. It has a large wholesale trade and is an important grain market.

KANSAS.

[Population in 1900, 1,470,495; area, 82,080 square miles.]

An enormous producer of live stock and cereals; leading wheat State; first State in zinc production. Area about equal to that of Great Britain. Excluding Alaska and Pacific island territory, Kansas lies in the geographical center of the United States.

The State was first visited by the Spaniards in 1541, by the French in 1719. The larger part was acquired by the United States in the Louisiana purchase. Southwestern Kansas was Mexican territory till 1848. Kansas Territory was organized in 1854. It was admitted as a State in 1861.

Its surface is mostly rolling prairie, sloping to the Missouri River; soil generally fertile. The elevation ranges from about 700 feet in the east to about 4,000 feet in the west.

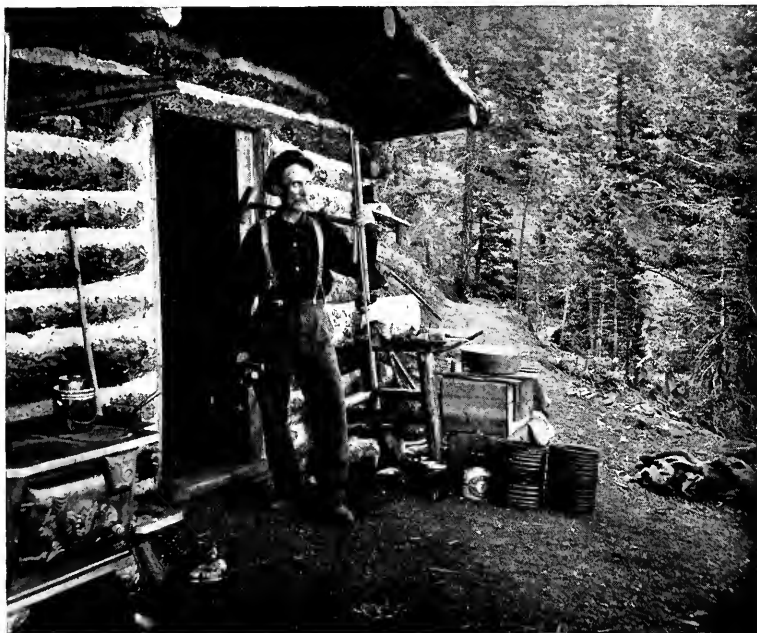
The State ranks high in all agricultural pursuits, first in wheat, second in hay, fourth in rye, and fifth in corn and barley. The most remunerative industries in 1902 were corn growing and stock raising. The corn sold for \$78,321,653 and the live stock products for \$65,695,332. These figures are the home values, the amount for which they sold in Kansas. The ultimate selling price would be nearly twice the figures given. In 1902 there were in the State over 13,000,000 fruit-bearing trees, and nearly 5,000,000 fruit trees not yet bearing.

The Missouri, the only navigable river, forms the eastern boundary for 150 miles, and is an important commercial highway. The other principal rivers are the Kansas and Arkansas; the former with its tributaries drains more than half the State. Though Kansas is preeminently agricultural, the numerous streams afford abundant water power for factory and irrigation purposes, and important industrial establishments have been organized, the combined capital of which was, in 1900, \$66,827,362, employing about 40,000 men. This combined capital, representing 7,830 manufacturing establishments, is exceeded in value by the productions of 11 meat-packing

FROM THE MISSISSIPPI TO THE ROCKY MOUNTAINS.

establishments, valued at \$76,829,139, while its 533 flour mills represent a capital of \$21,926,768. The State ranks third in the production of salt.

On leaving Kansas City, Mo., we find that we are out of the State before we are out of the city, for, as already said, Kansas



A PIKES PEAK PROSPECTOR.

City, Kans., is but the other half of Kansas City, Mo. While the commercial and business interests of these cities are identical, the political boundary which divides them means a difference in laws and difference in administration.

Topeka, the State capital, is the next city worthy of special note. It is an important railroad center, with extensive manufactories; population, 33,608.

At Bellville, a town of 2,500 inhabitants, we pass on to the main road of the Rock Island Line. The uniformity of gauge in American roads now makes it comparatively easy to move from one railroad system to another. The Rock Island system is another of the great railroads of the West. Its engines will pull our train through a vast agricultural country, mostly open prairie, but dotted frequently with towns of 1,500 to 3,000 inhabitants.

In these rapid notes we are singling out mainly the material resources of the country through which we pass, but nearly every State has its distinctive features, whether historic, social, industrial, or political.

Many of these aspects are of much interest in the historic development of our country. Kansas entered the Union in 1861, when the nation was just in the throes of civil war, and its admission was the end of a long preliminary conflict. Kansas, though far removed geographically from the State of Maine, has, like it, experimented, as have other States, in the legal control of the liquor traffic on the basis of prohibition.

Goodland is the last town in Kansas on our route. Eighteen miles west of Goodland the train crosses the boundary into the State of Colorado.

STATE OF COLORADO.

[Population, 539,700; area, 103,925 square miles.]

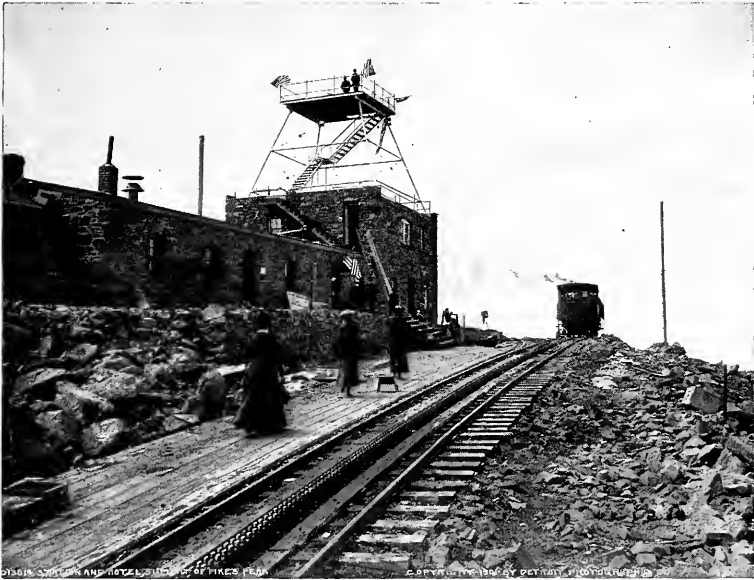
One of the richest States in the Union in gold and silver. Has 300 mountains, 900 lakes, and 60 rivers. Many of the highest peaks in the Rocky Mountains are within its boundaries. The highest Colorado peak, Sierra Blanca, 14,464 feet, is 1,316 feet less than Mount Blanc. The area of the State is a little less than that of Italy.

And now we enter another State which has been endowed by nature with great versatility of resource. It is a State of mountain and plain; it is dry and yet it is well watered. Invisible and incalculable treasures are hidden in the earth from the view of the traveler, but its bold and inimitable scenery compel awe and admiration. In the eastern part are the Great Plains, mostly treeless; the average elevation is 5,000 feet, but the traveler riding along at this elevation hardly suspects that he is moving on a continuous mountain from

FROM THE MISSISSIPPI TO THE ROCKY MOUNTAINS.

which might be carved a whole battalion of peaks the height of Mount Washington in the White Mountains of New England.

The vast mineral resources of this State tempt the miner, its pasture land the herdsman, its wooded belts the lumberman, and the capacity of the soil under irrigation the horticulturist and the farmer. And yet while the State is so tempting to those who have



SUMMIT OF PIKES PEAK.

to get their living by hard work, its pure, dry, and bracing air makes it a favorite resort for invalids. Tourists and lovers of noble scenery visit it for its picturesque cañons or the solemn grandeur of its mountains. Whether we go below the surface or far above it, or remain on level ground, Colorado has much to offer us. It is the home of an enterprising, progressive, and intelligent people. It is interested in educational and moral advance. The lawyers in

TOUR OF THE INTERPARLIAMENTARY UNION.

our party would be interested in visiting the "juvenile" court, conducted by Judge Lindsay, of Denver, for Colorado has been one of the pioneers in this now most popular and progressive movement in the United States.

Colorado is the only State on our route of the four in the United States in which women may vote for President and for all other officers from the head of the nation to the smallest office within the precincts of the municipality, and may also hold office as well as vote.



A FOUR-POUNDER.

As will be seen by the expansion map in our itinerary, the territory was acquired under the Louisiana purchase of 1803 and the Mexican cessions of 1848, yet the Spaniards had made explorations three hundred years before. The first settlement was made by trappers on the present site of Denver in 1858. Colorado Territory was organized in 1861 and was admitted into the Union as a State August 1, 1876.

The State is divisible into three great natural divisions; the great plains of the east, mostly treeless, whose average elevation is 5,000 feet; the well-watered and timbered foothills west of the plains, 6,500 to 8,000 feet; the Rocky Mountain region covering nearly the entire western half of the State and including many of the highest

peaks. There are a number of notable natural "parks" and beautiful mountain lakes 7,000 to 9,500 feet above sea level.

The wooded area comprises about 13,000,000 acres. Yellow and white pine and spruce predominate. Timber culture is receiving attention.

Large areas are capable of cultivation under irrigation. The amount of irrigable farming land is estimated at 5,000,000 acres; there are under irrigation 1,611,271 acres. The western slope is adapted to peaches and grapes.

Cattle raising and sheep husbandry are extensive pursuits on the western slopes, which are covered with nutritious grasses. Colorado is one of the great wool-producing States. The wool clip for 1901 was 8,254,019 pounds.

Mining is the leading industry. The State led all others in the production of precious metals. In 1900 the value of gold produced was \$28,147,681; silver, \$12,488,774. The output of lead was \$7,770,196; of copper, \$1,293,041. No equal area in the world surpasses Colorado in amount of coal. A conservative estimate of the amount of available coal in the State places it at 45,197,100,000 tons. In 1900 5,000,000 tons were mined.

Manufacturing industries are steadily increasing in number and importance, favored by the abundance of raw material and great natural advantages. The value of all manufactured products in 1900 was \$102,830,137, an increase of 142 per cent in a decade. Colorado is the leading Western State in the production of coke.

The most important city is Denver, the capital, a commercial and railway center; population 1900, 133,859. Pueblo, the second city, is the center of a fine agricultural and stock-raising region. Colorado Springs is a prominent railroad center and a notable health resort. Leadville, Cripple Creek, Boulder, and Trinidad are centers of mining population.

As to the notable scenery of Colorado, our guests will not in this tour have much time to read about it. They will see it with their own eyes and form their own impressions.



FROM THE

ROCKY MOUNTAINS TO THE GREAT LAKES

THIRD STAGE



TOUR OF THE INTERPARLIAMENTARY UNION.

FROM THE ROCKY MOUNTAINS TO THE GREAT LAKES.

Having seen the Rocky Mountains, or a portion of them, our guests will not go away with the impression that the United States is wholly a flat country. We turn on our heel now and make our way backward to the East by a new route. The first section of our homeward journey will carry us about 200 miles through north-eastern Colorado, when we cross the southern part of Nebraska to Omaha. This "run" is made, as will be seen by the historic map illustrating the growth of the country, entirely through the "Louisiana Purchase." Our guests, though they only go through the central belt of that vast territory ceded by France in 1803, will get a better impression of its significance through this personal experience than by reading any facts we may bring together.

We start on our homeward journey on the lines of the Union Pacific road, which has the honor of being the first road to place a band of iron across the continent. California, it will be seen by our map, was ceded to the United States in 1848; but though there was a political union, the vast stretch of plains and two great mountain barriers—the Rocky Mountains and the Sierra Nevadas—separated the western slope from the Eastern States. We are so familiar now with the construction of railroads that we hardly realize the courage and enterprise which were illustrated in laying the first rails across the continent.

It was on July 1, 1862, that the Union Pacific Railroad Company was chartered, special arrangements which amounted to Government supervision, if not control, being made necessary by the nature of the enterprise and the condition of national affairs. Under the circumstances of national conflict and with a just conception of the magnitude of the task, the time fixed for opening the road was July 1, 1876, a period of fourteen years; but, under the stimulus of

political exigency and business requirements, work was pushed to such an extent that the line was completed May 10, 1869, in one-half of the time expected. If the new road was a problem of construction for the white man, it meant a problem of reconstruction for the Indian, who looked upon it with strange and suspicious curiosity. One of the chief duties of the Army in the West after the close of the civil war was the protecting of the construction forces of the company from raiding parties of Indians. But the Indians soon learned that they could not stand in the way of the locomotive.

When transcontinental passenger service by rail began, seven days were required for the trip from Omaha to San Francisco, a distance which is now covered in sixty hours. The inauguration of through-train service across the plains was one of the greatest steps in the progress of the United States. During the civil-war period St. Joseph, Mo., was the outpost of civilization and the terminus of the most westerly railroad line. This was just about half the distance across the continent. From thence started the stages across the plains, and the celebrated pony express. With the completion of the first continental road this picturesque and romantic method of transportation and the old "prairie schooners," as the early emigrant wagons were called, disappeared from the plains and canyons of the West.

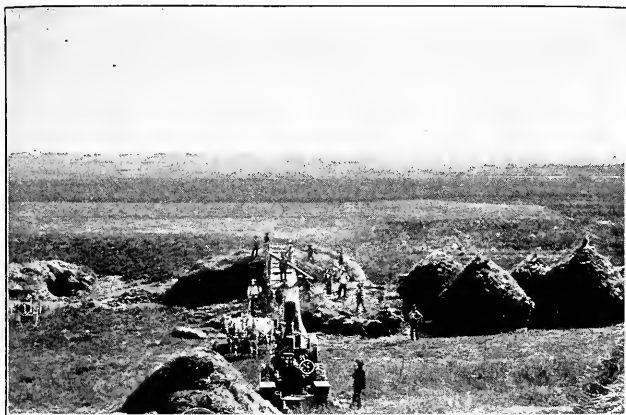
The locomotive, like the buffalo, had to live on the country through which it passed. The first coal mines west of the Missouri River were opened at Carbon and Rock Springs, Wyo., in 1868, with a view to supplying one of the most important requirements of the railroad. The Union Pacific now has in its service 517 locomotives, 351 cars of various kinds in its passenger equipment, and 13,177 cars in its freight equipment.

STATE OF NEBRASKA.

[Population, 1900, 1,066,300. Area, 77,510 square miles. Length, from east to west, 413 miles; north to south, 208 miles. Agriculture and grazing are the chief employments of the people; an extensive producer of meats and cereals; the western part of the State dependent on irrigation.]

The first settlement made by whites in this State was in 1847. Nebraska Territory was organized in 1854, and was admitted to the Union in 1867.

Like Kansas this State is an immense prairie, sloping gradually to the east and draining into the Mississippi system. The eastern half is well watered. Agriculture is the leading industry. In 1899 the value of the crop was \$92,469,362. The value of honey and beeswax in 1899 was \$105,676. Fruit growing is a thriving industry, the apple crop leading. A large portion of the State is especially adapted for grazing, and stock raising ranks next to agriculture in importance. The dairy products are large; total value \$8,595,000. Eggs in 1900 sold for over \$4,000,000, and poultry



IRRIGATED WHEAT FARM, NEBRASKA.

\$3,500,000. The packing of meat and meat products with large mills for the preparation of cereals are the leading manufacturing pursuits. Coal is mined in certain parts of the State, but the output is comparatively small.

The railroad mileage of the State is 5,684, or 53.3 per 10,000 inhabitants. The educational facilities are high and the State claims the lowest rate of illiteracy in the Union.

We pass through North Platte, population 3,640. It is the headquarters of the largest live-stock interests of the State.

Kearney, population 5,634, is the site of the State Reform School.

TOUR OF THE INTERPARLIAMENTARY UNION.

Grand Island, population 7,554, is the metropolis of the central section of Nebraska and does a large distributing business. There are 15 mills and factories, the largest being the works of the American Beet Sugar Company, with an output of 7,000,000 pounds of granulated sugar.

Columbus, population 3,522, is in the center of the best farming section. Then we have a straight stretch of track 40 miles long, as straight as a surveyor could make it.

Fremont, population 7,241, is a prosperous farming center.

South Omaha is called the "magic city" because of its phenomenal growth. The census returns show that in the decade of 1890 to



THE OVERLAND LIMITED LEAVING GRAND ISLAND.

1900 its population grew from 8,662 to 26,001, or 228 per cent. This increase in population is due to development of the stock yards. From being a suburb of Omaha it has grown to be the third largest live-stock market and meat-producing center in the country.

Leaving South Omaha the train descends 100 feet in 4 miles to the city of Omaha, the metropolis of the State, population 102,555. This is a typical city of the central part of our country. It seems hard to believe that it was only founded in 1854. In fifty years it has grown to be a large business and manufacturing center.

FROM THE ROCKY MOUNTAINS TO THE GREAT LAKES.

It is well paved and lighted, and early rudeness has given place to culture and refinement. The city boasts of the largest smelting and oil-refining works in the world. In 1902 the value of manufactured products was \$150,000,000. The bank clearings for 1902 aggregated \$351,159,745.

And now we have reached again the Missouri River, the great winding muddy river whose acquaintance we first made at St. Louis. We cross it on an imposing bridge and enter the State of Iowa.



A LONELY AMERICAN.

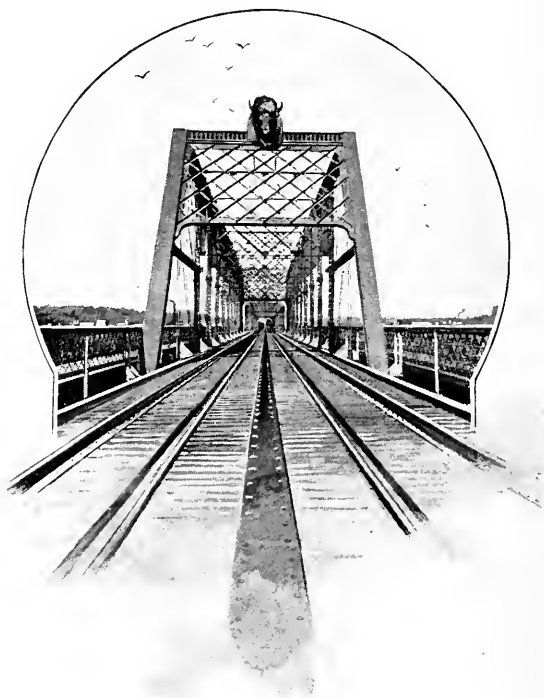
Saying good-by to the Union Pacific, we move off on the steel highway of the Chicago and Northwestern Railway Company.

There are two features of special interest in the journey from Omaha to Chicago. One is the material development of that portion of Iowa and northern Illinois which the Northwestern line traverses; the other is the admirably equipped line of railway itself.

The agricultural wealth of this region is nothing less than marvelous. It is the center of the great bread and butter belt of the world. Its citizenship is of the highest class, and its social, educational, and religious growth is of the same wholesome and aggressive character as that which marks its wealth of field and farm.

TOUR OF THE INTERPARLIAMENTARY UNION.

Historically, the route of the party is that of the early pioneer. While the Pacific railways were being built between the Missouri River and the western coast, it was the Chicago and Northwestern Railway whose rails first reached Council Bluffs to make complete



UNION PACIFIC BRIDGE OVER MISSOURI RIVER.

the rail connection across the continent, prior to which the material for the building for the Union Pacific and Central Pacific had to be transported part way by the slow and laborious means of wagon trains. But the part played by the Chicago and Northwestern

Railway in the development of the West had its beginning even earlier than this. The parent company was incorporated in 1836. These were days of conservatism and it seems amusing now to think that the question was discussed at one time whether it would not be wiser to construct a plank road instead of a steam railway, but finally in 1848 the rails were laid for a distance of 10 miles west from Chicago, reaching out toward Galena, Ill., as a western terminus, that city being at that time of greater population and of more commercial importance than Chicago.

This small beginning of 10 miles was fraught with much significance. The men in charge of its affairs kept adding to its mileage, pushing across the prairies in various directions until to-day the Northwestern line includes 9,064 miles of railway, serving over 1,700 communities, with a tributary population of over 7,500,000 people.

The Northwestern has not only followed the Pioneer, it has often preceded him. Its first locomotive, known as the "Pioneer," was brought from Buffalo on a brig, and behind this little engine were drawn the first load of live stock and the first bushel of wheat that ever reached Chicago market by rail. But now a single track with sidings would not suffice for the great business of this road, and it now has the only double track between Chicago and the Missouri River. Courage and aggressiveness have marked its progress. The development of the nation has depended largely upon the productiveness of the great Mississippi Valley, and this in turn has depended almost entirely upon the ease with which its grain and live stock could be marketed. In this development the Chicago and Northwestern has been a great factor, and it required great courage and fortitude to carry out the plans for the pioneering work that marked the first half century of its history.

THE STATE OF IOWA.

[Population in 1900, 2,231,853; area, 56,025 square miles. Foremost State in the production of cereals and swine. Other live stock raised in immense numbers.]

Iowa is a State whose inhabitants are not afraid to have visitors go over it by daylight. In fact they are very much disappointed when they go over it by night. For Iowa has no dreary barren

plains or wastes of alkali soil to conceal. Less than 1 per cent of its soil is unfit for cultivation. It is one of the choicest and richest sections of the Louisiana purchase.

It was visited by Marquette and Joliet in 1673; the first attempted settlement was made near the present site of Dubuque by the French in 1788. The first permanent settlements were made at Dubuque, Fort Madison, and Burlington in 1833. Iowa Territory was organized in June, 1838; the State was admitted into the Union December 28, 1846.

Iowa is entirely within the prairie district, the surface gently sloping eastward to the Mississippi. The main elevation is 925 feet. The Mississippi and Missouri rivers, both navigable, form the eastern and western boundaries.

No citizens are prouder of their own State than those of Iowa and no State has more influential representatives in the counsels of the nation. One of these is the Hon. Leslie M. Shaw, Secretary of the Treasury of the United States. Perhaps no better idea can be given to our guests of the resources and fertility of this famous State than by quoting from a public address of Secretary Shaw made by him October 2, 1901.

"Iowa embraces 56,000 square miles—35,000,000 acres—of which less than 1 per cent is waste. It could be cut into more than 300,000 farms, each containing 99 acres of arable land and less than an acre of waste land. It would afford 2 acres for each family of 7 persons in the United States. It would accommodate all the people of the globe with 4 square rods of ground to each man, woman, and child. Of this great body of land about 40 per cent is annually devoted to the production of the common cereals.

"In 1900 this 40 per cent produced over 300,000,000 bushels of corn, 130,000,000 bushels of oats, 22,000,000 bushels of wheat, 12,000,000 bushels of barley, 2,000,000 bushels of rye. It would require 1,000,000 cars to handle this product. Iowa ranks first in the sisterhood of States in the production of both corn and hay, second in the production of oats and barley, fifth in rye, and seventh in wheat. She grows 20 per cent of the nation's product of barley, 16 per cent of its oats, and 14½ per cent of its corn. She produced last year over 5 tons of grain for each man, woman, and child in the State. This 40 per cent of the land of our State produced over a pint of food cereals for each man, woman, and child in the United

States for each day in the year, quite sufficient to sustain life, and more than the equivalent of the average ration consumed by the human family.

"If all our arable land were in crop it would require a single line of railroad eight months to transport it, trains of 40 cars following along every ten minutes. Plant only the arable land of Iowa, and we would have, after feeding all the necessary teams, more grain than all the people of the United States could consume, restricted to a purely cereal diet. The only way the agricultural products of Iowa can be consumed by 76,000,000 people is by first transforming large portions into such luxuries as Iowa beef, pork, and poultry, and into such delicacies as Iowa eggs, milk, cream, and butter.

"The lands of Iowa are now so used that we not only produce the 466,000,000 bushels of the ordinary cereals heretofore referred to, but in addition grow 1,200,000 bushels of flaxseed, nearly a million bushels of grass seed, 14,000,000 bushels of potatoes, and 700,000 bushels of other vegetables; 3,000,000 bushels of apples, and 250,000 bushels of other tree fruit; 12,000,000 pounds of grapes, and 100,000 bushels of other small fruit; 5,000,000 tons of hay, and we have left 8,000,000 acres in pasture, the product of which is worth \$20,000,000. We annually prepare for market 1,500,000 beeves, and have 3,000,000 head of cattle left. We fatten and market 5,000,000 hogs, and hold 4,000,000 on our farms. We stall-feed 500,000 sheep and clip 2,000,000 pounds of wool. We make 100,000,000 pounds of butter, produce 60,000,000 dozen eggs, worth \$6,000,000, sell \$2,000,000 worth of fat poultry, and have stored for our consumption, by 80,000 colonies of bees whose industry is excelled only by that of our people, 7,000,000 pounds of honey, the equivalent of eight train loads of 40 cars each, 20,000 pounds to the car.

"Perhaps you are now prepared for this additional item of information. Iowa has more banks than any other State in the Union, and from the best available data more than one-half of its banking capital is held by farmers or those who have made fortunes on their farms. These banks hold over \$200,000,000 on deposit, and of this enormous amount 75 per cent is owned by farmers, active and retired.

"When the first wheat was transported by rail from the Missouri River to the Atlantic Ocean, thence by ship to Liverpool, it cost 61

cents to market it. It was then weighed and loaded, then unloaded, put in elevators, weighed out, reloaded, reshipped again and again, and at great expense. It now costs 21½ cents to take a bushel of wheat from the Missouri River to Liverpool.

"Within thirty months, by reason of improved railroads, lighter grades, fewer curves, heavier iron, and larger locomotives, a single engine will haul, not 170 tons, as formerly, but 2,000 tons from the Missouri River to the sea, where it will be unloaded from the car direct to ships, carrying not 2,000 tons, as formerly, but 28,000 tons; and the saving in expense of transportation and handling and water rates will insure the producer better prices and the consumer cheaper food. Our people understand all this, and they are both contented and happy. They are building better houses; they are planning better schools; they are putting more pianos in the parlors; more books on the shelves; more sunshine in the homes; and they are advancing the price of their farms more and more rapidly, for they know the time is not far distant when these lands will again double in value. They can be now rented for cash, and will pay a better income on twice their market value than Government bonds at current quotations."

In another public address given somewhat earlier Secretary Shaw, who was governor of the State for several years, and has been closely identified with its developments, says:

"Underneath much of it is a deposit of coal, sufficient to supply the world for a century. I can take you to a county every foot of which is coal as well as farm land, and where in twenty years, I am told, the several mines in operation have exhausted but 100 acres. At that rate the coal of that county will last two thousand years, and whole congressional districts can be carved from lands underlaid with coal.

"Amid these temporal conditions there live 2,250,000 people, 97 per cent of whom, being at proper age, can read and write.

"The people now (in 1899) own 14,000 public school buildings, in which they maintain schools at an annual expense of over \$8,000,000. They also own 60 schools of higher education, from which are graduated 1,500 young men and women per annum. Iowa has 2,000 churches and 2,000 parsonages, costing over \$20,000,000. I can take you to a town where 1,500 inhabitants levied and paid in seven years \$65,000 for school purposes, then voluntarily

subscribed and paid for higher educational institutions \$55,000 and for church purposes \$85,000, making over \$200,000 for schools and churches in seven years.

"The people of Iowa have over \$100,000,000 on deposit in the banks of their State, showing an increase of 500 per cent in twelve years. In addition certainly \$60,000,000 have been taken or invested beyond State lines."

Taking up the route more in detail, Council Bluffs is the first city on our way in Iowa; population 32,000. It is situated on the east bank of the Missouri River, joined to its sister city of Omaha by a great bridge, and its industries are practically the same. It has a large distributing business and growing manufactures.

Twenty miles east is a small city of Missouri Valley. Two hundred miles farther east the route lies through the small Indian reservation of the Sac and Fox tribes.

Cedar Rapids, population 25,657, is the commercial center of eastern Iowa, a well-developed and prosperous city.

Clinton, population 22,698, is situated on the Mississippi River, and is of commercial importance. It is the last city of Iowa on our route.

Iowa has several large cities not on the route of this trip. Des Moines is the State capital and metropolis; population 62,139. It is a prominent railroad and manufacturing center. Dubuque, population 36,297, is the next city in size and the oldest in the State.

After leaving Clinton the train crosses the Mississippi River into Illinois. The general resources of this State have been described in the first stage of our trip, on the way to St. Louis.

The first town in Illinois is Fulton; population 3,000. From there the route lies across the northern part of the State to Chicago, a distance of 136 miles. The country is largely given up to farming, but as we approach Chicago the manufacturing industries become more and more numerous. The principal city on the route is Dekalb, population 6,780, the chief industry being the manufacture of barbed wire. Just before entering the city the State Normal School can be seen to the north of the track.

CHICAGO.

Chicago has once been reduced to ashes; but who can reduce it to a paragraph! Think of putting into a few inches of type a city which spreads over miles of prairie and is growing up into the sky! Besides, no one can describe Chicago as it is who is not buoyant with enthusiasm as to what it is going to be. Its history is only overshadowed by its possibilities, and its possibilities are so rapidly realized that your narrative of what it is to-day is out of date by the time it is off the press.

Chicago, the metropolis of the central West, has had a history which as a marvel of achievement might tax the credulity of a reader of the Arabian Nights. In 1814 it was a frontier port situated in a swamp; to-day it is the second city of the Union, with a population of almost 2,000,000. Thirty-two years ago it was a mass of crumbling ruins, but phenix-like it arose anew from its ashes.

Chicago is the greatest railroad center in the world and has, besides, a vast lake trade. Its stock yards employ 30,000 men and their products are shipped to every part of the world. It is likewise the greatest grain market in the United States. Millions of human beings the world over are fed from its stock yards and its grain elevators. It stands first in the production of agricultural implements; in total value of manufactured products it is second only to New York. Its iron and steel manufactories are extensive.

The full history of Chicago reads like a romance. Our guests will have an opportunity to get a general view of the city and Chicago will only have time for a general view of our guests.

THE PULSE OF TRADE.

As time and space are both limited let us take a single building in Chicago as an indication of how the pulse of trade may beat in this great city. That building is occupied by the First National Bank. Its offices cover two floors, about 80,000 square feet. It was organized in December, 1863, with a capital of \$300,000. Its deposits that year were \$431,000. Its capital and surplus in 1894 amounted to \$13,000,000. A few statistics of the business of this bank which may claim to rank with the largest banks in the

world will show the enormous amount of its operations in serving the community.

Total number of depositors	9, 177
Total number of checks on Chicago banks received by mail daily	18, 107
Total number of checks on other towns received by mail daily	13, 315
Total number of checks and deposits handled daily.	73, 712
Total number pieces outgoing mail for year.....	1, 773, 320
Total weight outgoing mail for yearpounds..	31, 822
Total amount of postage paid	\$33, 536
Total amount of money handled daily.....	\$2, 864, 000
Total amount mutilated currency sent to Washing- ton for year 1903.....	\$22, 800, 000
Total amount of exchange drawn on other cities for year 1903	\$452, 000, 000
Total amount bills discounted 1903	\$191, 794, 000
Total amount checks cleared during 1903.....	\$8, 755, 553, 000
Total amount business 1903.....	\$12, 157, 853, 000
Number of officers and clerks.....	500
Office space occupied (two floors)....square feet..	80, 000

The business of a bank is one of those silent forces in a community, which, without noise or vociferation, gives an impulse to the great channels of trade. If, on the other hand, our guests want to see how dramatically and noisily business can be done, they can compare the Paris Bourse with the New York Stock Exchange or the Chicago Board of Trade.

Soon many of the wagons that rumble on the pavement in Chicago will be out of sight. This will not mean that its business is on the decline. It will simply mean that it is carried on under ground. Chicago is undermining the whole city with a system of tunnels for its enormous freight traffic. The streets will then be freer for pedestrians.

Chicago is one of the most cosmopolitan cities in the world. It is as progressive in walks of philanthropy and education as in matters of business. The Chicago University, founded in 1892, is already one of the largest universities in the country. Hull House is the pioneer social settlement in America.

A LESSON IN DISARMAMENT.

At Chicago we have exchanged the breezes of the Rocky Mountains for the breezes of the Great Lakes. We touch here the first of the great inland fresh water seas, shared alike by the United States and Canada. Our guests who are seeking to bring about international peace will be interested to know that on these great lakes which separate the United States from another friendly nation, there are no fleets of war vessels nor is there any chain of forts along the 3,000 miles of this frontier. Both nations by an understanding which has not been disturbed for more than three-quarters of a century agreed to disarmament. Here is a bit of history which shows that disarmament is no impracticable illusion.

Our route to Niagara will skirt the boundaries of two of the Great Lakes. Connection with Buffalo and Chicago is made through two great railroad lines, the Michigan Central and the Michigan Southern, the former going by Detroit and the latter by Cleveland.

THE NEW YORK CENTRAL SYSTEM.

We pass now upon another of the vast transportation systems of America—systems which, like the great arteries of the human body, ramify and divide from the central channel to promote the endless circulation of life and trade. Under the general title of the New York Central lines are comprised the New York Central and Hudson River Railroad and branches; Lake Shore and Michigan Southern Railway and branches; Michigan Central Railroad and branches; Cleveland, Cincinnati, Chicago and St. Louis Railway and branches; Boston and Albany Railroad and branches; Pittsburgh and Lake Erie Railroad; New York, Chicago and St. Louis Railroad; Lake Erie and Western Railroad; Cincinnati Northern Railroad; Detroit, Toledo and Milwaukee Railroad; Indiana, Illinois and Iowa Railroad, and Dunkirk, Allegheny Valley and Pittsburgh Railroad, having a total mileage of 11,505 miles.

This vast system operates in the territory bounded on the east by New York and Boston, on the north by Montreal and Mackinac, on the west by Chicago, Peoria and St. Louis, and on the south by Cairo, Louisville, Cincinnati, Pittsburgh, and the oil regions of Pennsylvania.

FROM THE ROCKY MOUNTAINS TO THE GREAT LAKES.

An interesting fact shown by the United States census of 1900 is that of the 14,000,000 people living in cities of 100,000 population or over, two-thirds were on the New York Central lines, and that of the whole 25,000,000 living in cities of 8,000 population and over, more than half were on the lines of this great railroad system. These figures convey an idea of the immensity and importance of the territory served by the New York Central lines.



LAKE SHORE & MICHIGAN SOUTHERN STATION, CHICAGO.

The motive power is furnished by locomotives of the most modern construction. These machines are capable of a sustained speed of over 60 miles an hour while drawing a train of 50 or more passenger coaches and Pullman cars. Freight trains with from 80 to 90 loaded cars to the train, each car having a capacity of 60,000 pounds, are run at frequent intervals.

Among the trains that have made the service offered by the New York Central lines universally known are the "Empire State

Express," the fastest long-distance train in the world, making the run every week day between New York and Buffalo, a distance of 440 miles, in 495 minutes, including four stops and twenty-eight "slowdowns;" and the "Twentieth Century Limited," which makes the distance between New York and Chicago in twenty hours.

The present Grand Central Station, though but recently rebuilt and enlarged, will in a few years be replaced by a station of greatly increased proportions, preparatory to installing the electric train service.

Leaving Chicago by the Lake Shore and Michigan Southern Railway, the route lies through the cities of Elkhart (35,000 people), Toledo (132,000 people), Sandusky (20,000 people), Cleveland (350,000 people), Ashtabula (15,000 people), Erie (55,000 people), and Dunkirk (12,000 people). These cities are centers of industrial activity and the seat of many manufacturing establishments of great importance.

We regret that our guests, while seeing so many American factories, can see so few American homes. Some of these cities, while centers of great industry, are also charming places in which to live. Cleveland, for instance, has been famous for many years for its Euclid avenue, flanked with beautiful lawns and spacious homes. It is further beautified by a lovely park.

From Toledo to Buffalo the Lake Shore and Michigan Southern Railway skirts the southern shore of Lake Erie and the entire country traversed by it is rich in agriculture. The eastern terminus of the Lake Shore is at Buffalo, which city is the western terminus of the New York Central proper.

The Michigan Central road is the other of the New York Central lines operating between Chicago and Buffalo, and is known as the Niagara Falls route. This line runs through the prosperous and populous section of southern Michigan and the Province of Ontario, Canada, and passes through the important cities of Kalamazoo, population 25,000; Battle Creek, population 20,000; Jackson, population 26,000; Ann Arbor, population 13,000; Detroit, population 286,000.

These cities, like those on the Lake Shore road, are centers of commercial activity, being in a highly developed agricultural and manufacturing section.

THE STATE OF MICHIGAN.

[Population in 1900, 2,420,982. Area 58,915 square miles, of which 57,430 square miles are of land and 1,485 of water.]

One of the foremost producers in lumber, iron ore, and copper. A leading State in the production of beet sugar and fruit.

The State consists naturally of two peninsulas separated by the Straits of Macinac—width, 4 miles—and surrounded in great part by Lakes Superior, Huron, and Michigan. The entire coast line is 1,600 miles long. The surface of the Upper Peninsula is rugged and mountainous, especially in the west; the eastern portion heavily timbered or covered with grasses and interspersed with lakes. Numerous streams and rapids in the west afford valuable water power. The highest elevation is Porcupine Mountain, 2,023 feet. The surface of the Lower Peninsula is generally undulating. Michigan includes a large number of islands. On these and on its inland lakes are attractive summer resorts.

Michigan passed through the hands of two European powers before it became part of the United States. It was colonized by Jesuit missionaries. The French took formal possession of the country in 1671, and ceded it to Great Britain in 1763. As will be seen by our historic map, it was part of the territory acquired by the Revolution in 1776. A territorial government was formed 1805; it was admitted to the Union in 1827.

The forests of Michigan are one of the most important sources of its wealth. It is second to Wisconsin in the lumber industry. The Lower Peninsula contains the most extensive pine forests in the country, and large tracts of cedar and hard woods. Four-fifths of the entire area of the Upper Peninsula is heavily timbered. Spruce and white poplar furnish wood pulp for paper manufacturers. In 1900 the lumber cut aggregated 3,462,152,000 feet. The value of the lumber product is \$68,141,189.

Agriculture is the leading occupation in the Lower Peninsula, where cereals yield abundantly. Michigan is especially famous for its potatoes. It is the second State in the production of beet sugar, of which the yield in 1900 was 205,925 tons.

Horticulture is a profitable industry. Apples are the most important crop. Market gardening and floriculture are growing pursuits. The strawberry area covers 10,837 acres.

Michigan's long coast line on the fresh-water lakes and its many inland lakes make its commercial fisheries among the most important in the country. The annual catch is nearly 35,000,000 pounds. Fish culture is an important enterprise. The whitefish hatchery at Detroit is the most extensive in the world.

Shipbuilding is an important factor in the industries of the State, which consists mainly of lumber, salt, furniture, carriages, and wagons.

Michigan, Wisconsin, and Minnesota produce over one-third the total output of lumber of the United States, the Michigan production equaling that of Wisconsin and Minnesota combined.

The State has an inexhaustible store of mineral wealth. Iron ores lead in importance, Michigan excelling all others in production. The copper mines are next in importance to the iron. The Culumet and Hecla, the richest and largest copper mines in the world, were discovered in 1866.

Large quantities of sandstone unsurpassed for building purposes are found along the Lake Superior coast.

Detroit is the largest city in the State, and is a port of entry on the Detroit River.

The University of Michigan is one of the strongest and most famous educational institutions of the United States, and the Michigan School of Mines stands second to none.

Michigan is an interesting and progressive State. In matters of charity and prison reform, and especially in its placing-out system for children, it has taken an advanced position.

Detroit in addition to being one of the most industrious, is also one of the most pleasant cities in the West. Especially has it been successful in avoiding the overcrowded tenement houses which are a problem in many cities. Many of its working people are comfortably housed in small cottages in the suburbs.

NIAGARA FALLS.

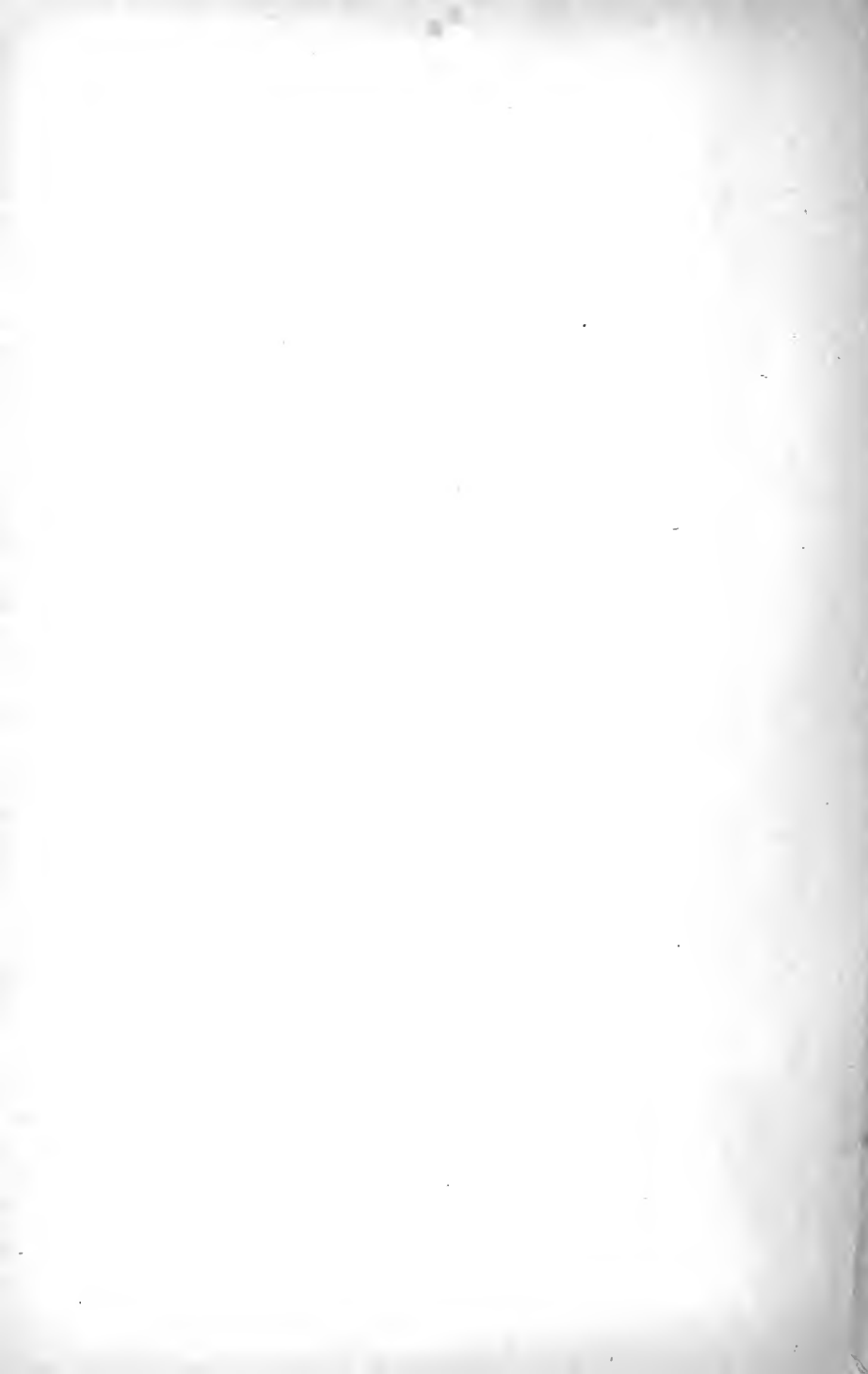
As the object of these notes, by the way, is to inform our guests concerning facts and features which can not be seen from the car windows, we have not attempted to describe those supreme features of natural scenery, which are essentially indescribable. Niagara is one of these. To attempt to describe it is like trying

to walk across it on a tight rope. Powers of expression become dizzy in the attempt.

Here is one of the great shrines of the traveler from all parts of the world.

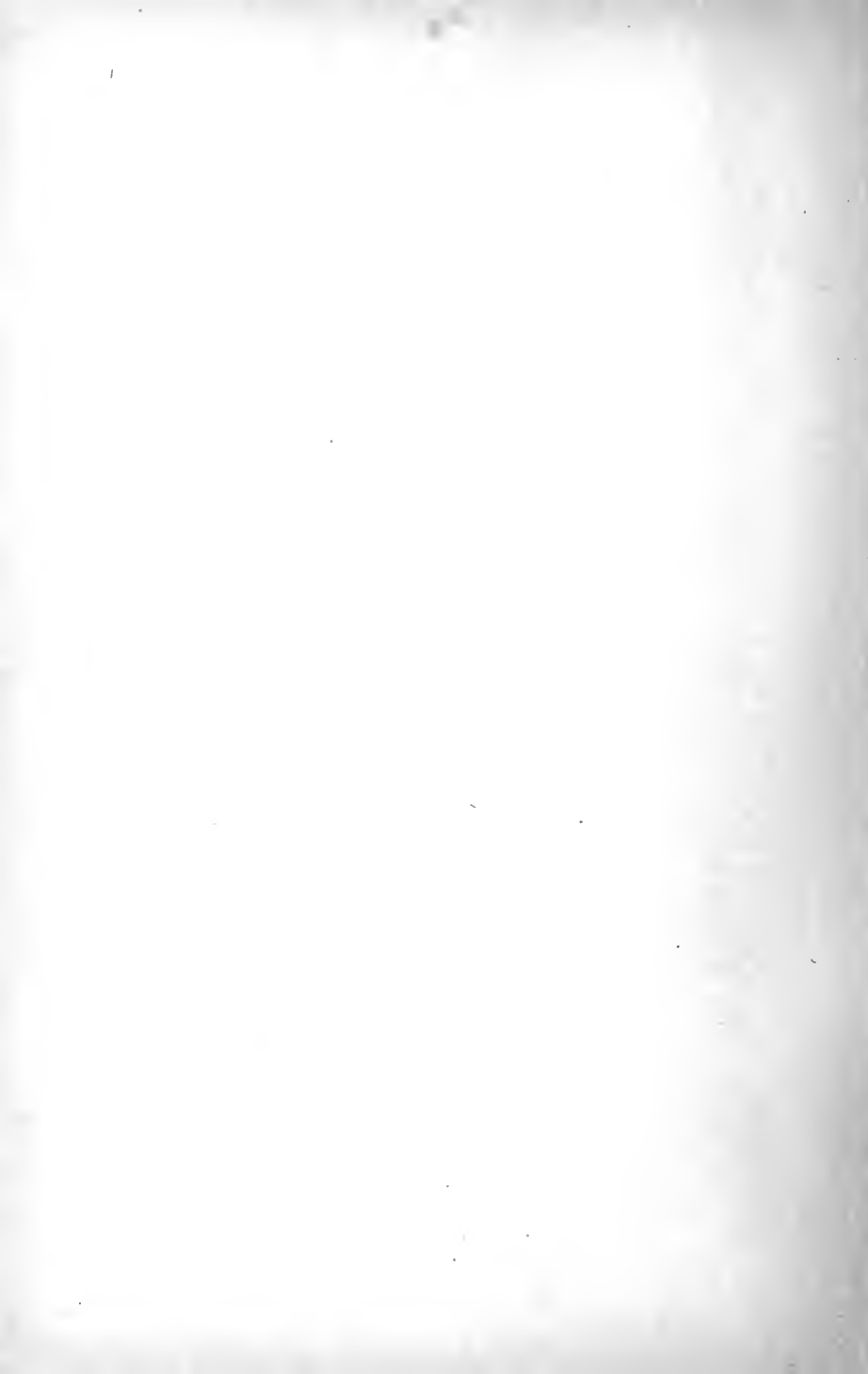
In recent years organized effort was successful, through a combination of State law and private subscription, in protecting this greatest waterfall in the world from exploitation as a merely local curiosity or from destruction by industrial encroachments.

Without interfering with the magnificence of the falls, a good deal of the water power which formerly went to waste has been utilized to generate electricity which moves the wheels of factories and electric cars for many miles around, including the city of Buffalo. Indeed, some years ago at a great electrical exposition in New York City, power was conveyed from Niagara, more than 400 miles away. Our guests will have an opportunity for themselves to see some of these applications of power, as well as to take in the grandeur of the falls.



FROM NIAGARA TO THE CAPITAL

FOURTH STAGE



TOUR OF THE INTERPARLIAMENTARY UNION. NIAGARA TO THE CAPITAL.

With scarcely an exception, our guests in crossing the Atlantic to attend the Interparliamentary Union landed at New York City. The metropolis of the nation forms an imposing vestibule to the great State which bears its name; for the city was the parent of the State. In reaching Buffalo on the homeward trip from the Rocky Mountains they will enter New York from the extreme west, at what is now the second largest city in the State, the port of Buffalo. We can only briefly delineate the most important features of the most populous State in the Union.

THE STATE OF NEW YORK.

[Population in 1900, 7,268,894. Area, 49,170 square miles.]

First in population, wealth, manufactures, and commerce. Commercial importance due to New York Harbor and great railways. Mineral wealth important, especially salt, iron, and petroleum.

New York, named in honor of the Duke of York, was one of the thirteen original States. First settlement was made by the Dutch on Manhattan Island in 1614. The State played an important part in the Revolutionary war and in the war of 1812.

Its extreme length, east to west, is 412 miles; north to south, 311. Its boundaries comprise over 800 miles of navigable waterway. The surface is greatly diversified. The Adirondack Mountains are in the northeast; the Catskill, Highlands, and Taconic in the south and east. Mount Marcy, in the Adirondacks, is the highest mountain in the State and among the most beautiful in America; elevation, 5,344 feet.

The State ranks fourth in the value of farm property. New York, having the largest urban population in the country, furnishes attractive markets for dairy, market gardening, and fruit-farming products. Western competition in the more important cereals likewise compels diversified farming.

The State leads all others in the number and value of its nurseries. Apples, pears, grapes, plums, and small fruits are grown



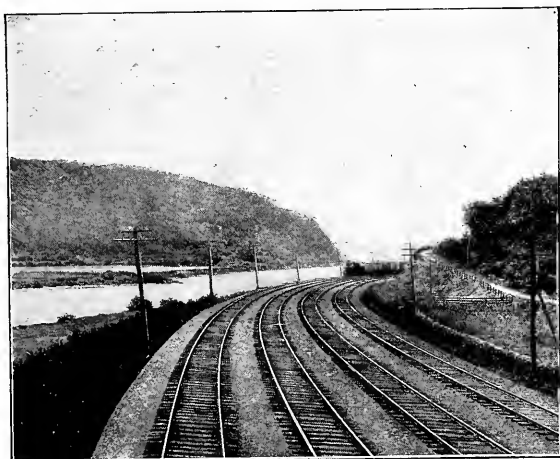
NIAGARA FALLS.

extensively. Western New York is the chief fruit district. The State ranks second in the Union in grapes and is third of the Eastern and Middle States in the production of apples—1,643,000 barrels.

In manufactures the State leads all others. In 1900 it had 78,658 manufacturing establishments, with products valued at

FROM NIAGARA TO THE CAPITAL.

\$2,175,726,900. Its manufacturing primacy is due more to a wide variety of products than to a tremendous output of any one, as is the case with iron and steel in Pittsburg. The leading industries are clothing, foundry and machine products, printing and publishing, textile fabrics, refined sugar and molasses, tobacco, liquors, and lumber products. The State is first in the manufacture of fermented liquor, second in the manufacture of cigars, first in flax, hemp, and jute goods. Western New York produced in 1900 1,300,925 barrels of petroleum. The center of the State is renowned for its salt production, amounting to 7,900,000 barrels.



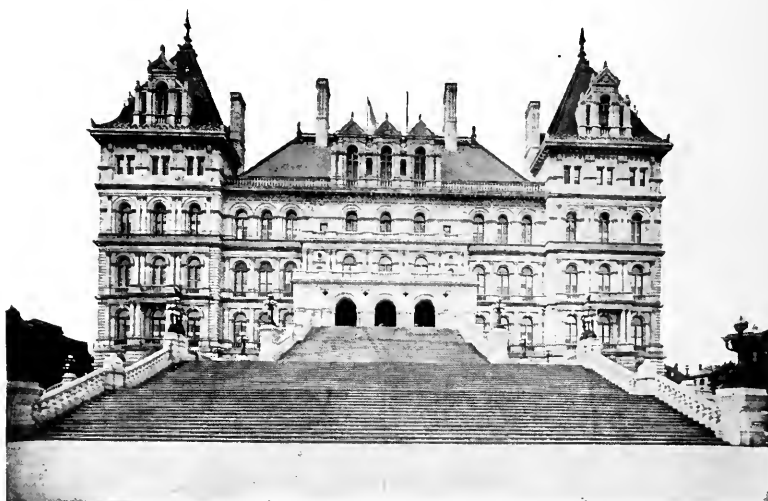
IN THE MOHAWK VALLEY, ON THE NEW YORK CENTRAL.

The railroad mileage is 8,121. There are 364 miles of canals. The State has recently appropriated \$101,000,000 for the enlargement and improvement of the Erie Canal.

New York is justly noted for its numerous educational institutions; among them Columbia College, established 1754; Cornell University, both of which are in the first rank of American universities. For women Vassar College, at Poughkeepsie, and Barnard, at New York, are conspicuous. There are 16 State normal schools.

The United States Military Academy has a beautiful location on the Hudson River at West Point.

Buffalo, population 352,387, has an important commerce in grain, live stock, lumber, coal, and iron. All the freights of the lakes are reshipped here for Eastern points by canal or rail. The iron and steel industry is rapidly developing. The new plant of the Lackawanna Steel Company is the largest in the world. Buffalo expects to receive a new impulse to its growth by the improvement of the Erie Canal.



STATE CAPITOL, ALBANY, NEW YORK.

No visitor going through our American cities can have any adequate idea of what they are as places of residence simply by looking from the car window. Buffalo is justly proud of its Delaware avenue. The founders of the city laid it out on broad lines. It is the least crowded of any city of its population in the country. The Pan-American Exposition was held in Buffalo in 1901.

Our guests are referred to the large State map of New York for details as to the cities and towns through which we pass. The

center of the State is the most thickly populated. In going from Niagara Falls we pass through the beautiful city of Rochester, through the prosperous cities of Syracuse and Utica in the salt district, and then veering toward the southeast, reach Albany, the capital of the State, at the head of navigation on the Hudson River.

No company of visitors at Albany would appreciate more than the members of the Interparliamentary Union the splendid great capitol building, erected by the State of New York for the accommodation of its legislators and executive offices.



VIEW FROM WEST POINT.

At Albany we take the West Shore branch of the New York Central lines and move southward, having a view for the large part of the way of the Hudson River. If we thought of the view alone, the east side would be preferable for the run to New York, but as we are on our way to Washington, and not to the metropolis, we take the West Shore route, by which connection can be made at Jersey City with the Pennsylvania road. In the neighborhood of

Newburgh, however, and at different points along the west bank of the Hudson, the view of the river is picturesque and imposing.

About 20 miles from the mouth of the river we pass again into the State of New Jersey. Then on the easy rails of the Pennsylvania Road, which we have already traversed as far as Philadelphia, we proceed on our way to Washington, passing through the States of Delaware and Maryland.

THE STATE OF DELAWARE.

[Population in 1900, 184,735. Area, 2,050 square miles.]

So many of our States can boast of their great size that it is interesting to have two of them which boast of their smallness.

Next to Rhode Island, Delaware is the smallest State in the Union. It is noted for its peaches, market gardens, and shipbuilding.

First permanent settlement was made by the Swedes near the present site of Wilmington in 1638. The Swedes gave way to the Dutch in 1655 and the Dutch to the English in 1664. The territory was included in the grant given to William Penn in 1681.

Small political bodies may sometimes move faster than big ones. Delaware was the first of the thirteen original States to adopt and ratify the Constitution.

Its extreme breadth is 36 miles; length, 110 miles. Its surface is generally level, one-twentieth of it being composed of tidal marshes, partly reclaimed. The highest elevation is 282 feet.

Its climate is mild, its winters short. The soil and climate are especially adapted to agricultural pursuits. Market gardening and the growing of peaches and small fruits for northern markets are the leading industries. The annual value of the peach crop is \$3,000,000.

The principal industries are shipbuilding, manufactures of iron and steel, leather, cars, flour, and cotton goods. Wilmington, the metropolis, has an excellent harbor and large yards for iron and steel shipbuilding.

Delaware is one of the States in which, by reason of its small population, its representation in the Senate of the United States is larger than in the House of Representatives, for under our political Constitution every State, whether large or small, is entitled to two

Senators and no more, while the number of Representatives depends upon the population. Delaware, therefore, has two Senators and but one Representative. This occurs also in sparsely populated States in the far West.

We shall pass through Delaware and Maryland on the way south in the night, but shall return through them on our way to New York by daylight.

THE STATE OF MARYLAND.

[Population in 1900, 1,190,050, of which 235,620 are colored. Area 12,210 square miles.]

Maryland is celebrated for its peaches, crabs, terrapin, and oysters. It has been a leading tobacco State since colonial days. A foremost State in canning industry.

The State is physically divided into three sections: Western Maryland is mountainous; central Maryland hilly, eastern and southern Maryland level. Chesapeake Bay divides the State into two parts. Of its total area, 2,350 square miles are water. In proportion to area the State leads in extent of navigable waterways.

Maryland leads all other States in the value of its oyster fisheries. Thirty-two thousand persons are directly engaged in this industry and the capital invested amounts to \$6,697,302. The yield is nearly 10,000,000 bushels.

Maryland was early noted for its religious toleration, which it has always preserved.

Baltimore, about 40 miles from Washington, suffered last winter a devastating fire which destroyed a large portion of the city. Its people have taken hold of the enormous task of rebuilding the waste section with wonderful energy.

Baltimore is the seat of Johns Hopkins University, which was the first great educational institution in the United States to be organized on the university idea. Baltimore is likewise noted for its charities, for its Johns Hopkins Hospital, and its Enoch Pratt Library.

DISTRICT OF COLUMBIA.

[Population, 278,916; area, 70 square miles; greatest breadth, 9 square miles; length, 10 miles.]

The District of Columbia, named in honor of Christopher Columbus, is a district separated altogether from state jurisdiction and

set apart for the national capital. It is made up from land ceded to the Federal Government by the States of Maryland and Virginia.

Washington was laid out in 1791 and became the seat of government in 1800. Territorial government existed for a period, but for the last twenty-five years the District has been governed by three Commissioners appointed by the President. As there is no local or municipal council in Washington, all matters requiring appropriations or the exercise of legislative authority are determined by the Congress of the United States. The government of the city is therefore different from that of any other American city.

THE NATIONAL CAPITAL.

Washington is the most beautiful city in the United States. Charles Dickens spoke of it as the "City of magnificent distances;" and in his day, though Washington was much smaller than it is now, such distances before the advent of electric cars and asphalt pavement made a great impression on pedestrians. But in the last twenty-five years Washington has been transformed. Its streets are paved with asphalt, it has a fine electric car service, and is a kind of paradise for lovers of the bicycle and the automobile.

Before the civil war the city was as a place of residence more like a village than a city. It might have been called, as it was, a "city of magnificent intentions." To-day, however, many of the intentions have been effectively realized. Its broad avenues radiating from its "circles," its shady streets, its magnificent public buildings, its fine resident district adorned with beautiful homes, its improved sanitary conditions, give it now a distinction which the capital of the nation merits. Many cities which are laid out on a great plan fail to grow up to the expectation of the architect; but the courage and foresight of the brilliant Frenchman who laid out Washington has been justified in its ever-expanding beauty.

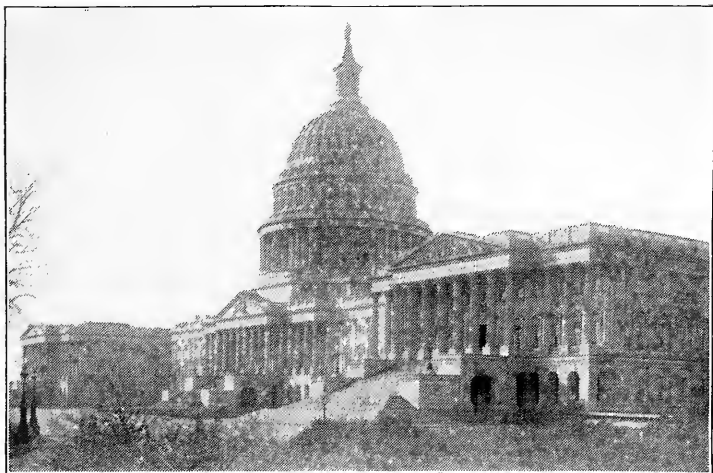
This little sketch of our route is not meant to take the place of a local guidebook; we make no attempt to catalogue the many things in Washington which are worth seeing. The two things which are most evident, and which the visitor will find it easy to remember because they can not be easily forgotten, are the imposing Capitol and the Washington Monument.

The National Library is another commanding building of vast dimensions, with a vestibule of stately grandeur. Our guests who

are accustomed to vote money for public buildings will be interested to know that this building was completed within the cost estimated and appropriated, \$6,000,000.

Less imposing, but effective in its simplicity and dignity, is the White House, enriched by association with great events and great men.

In our trip through the country we have been obliged in describing the resources of cities and States to lay emphasis upon com-

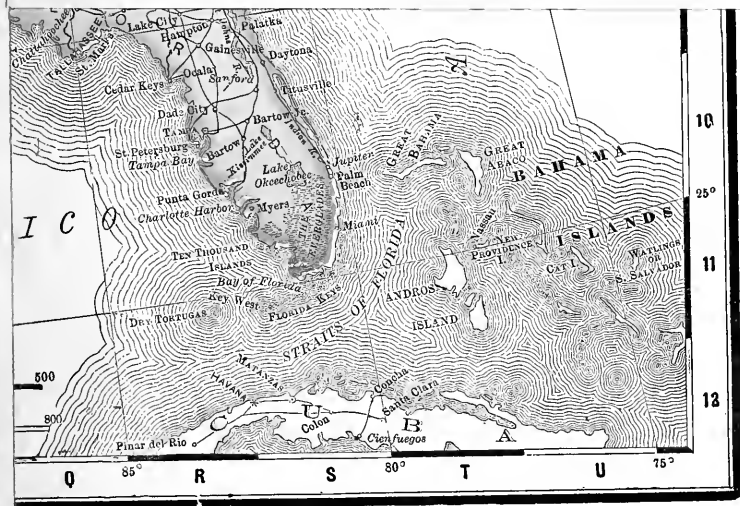
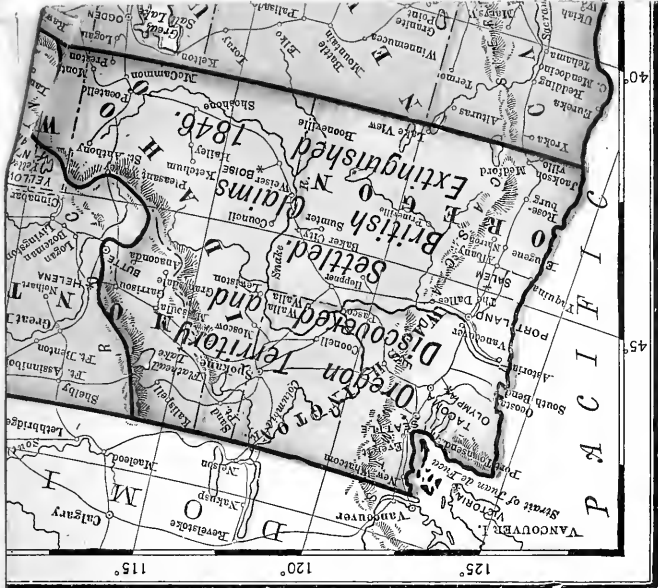


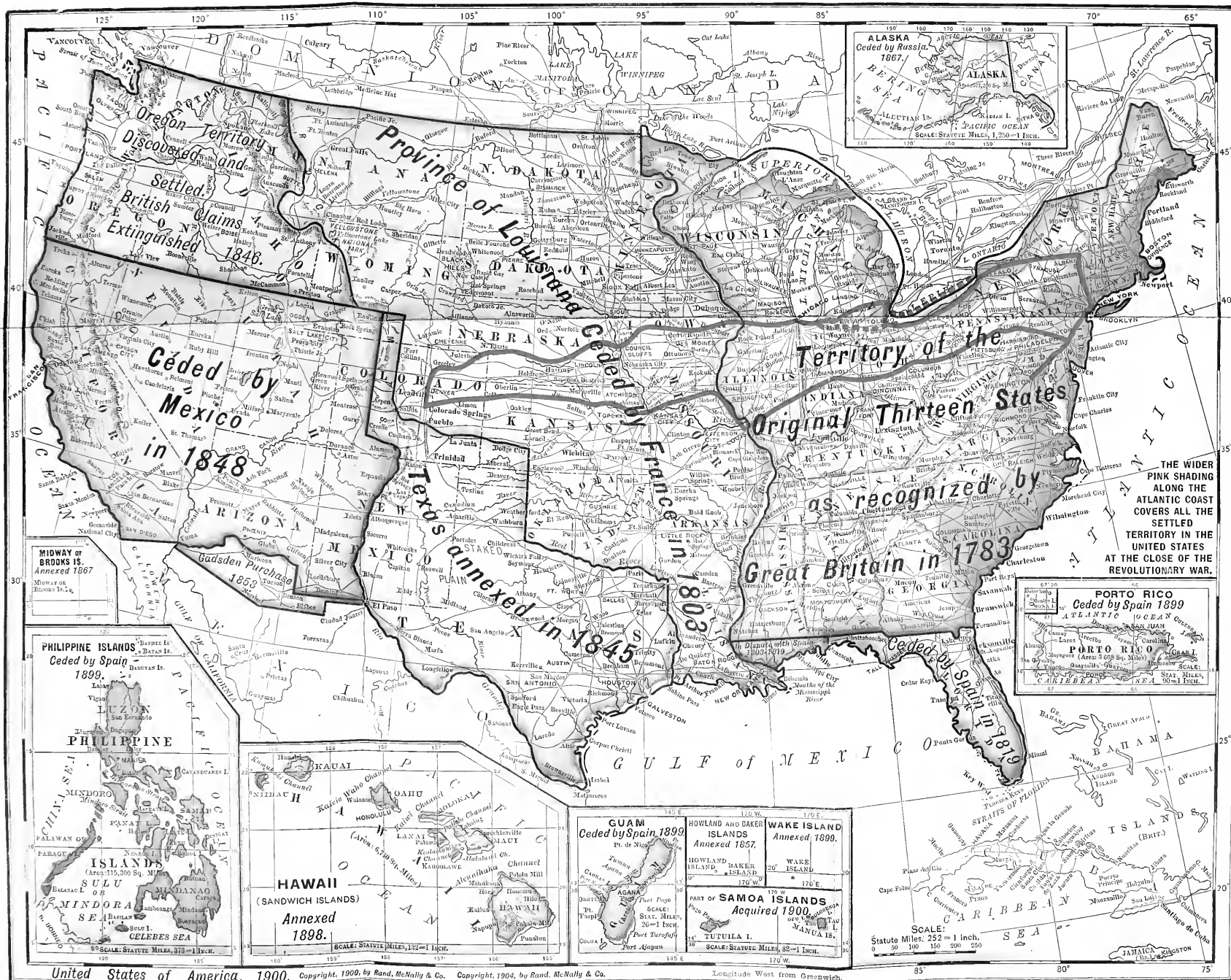
THE CAPITOL AT WASHINGTON.

mercial, agricultural, and manufacturing values; but in Washington we pass out of the strain and endless activity of the commercial and industrial world and find ourselves in a zone of commercial tranquillity and industrial peace. Unlike London, Paris, Berlin, Vienna, or Rome, Washington is the capital without being the metropolis. To find the metropolis we must go to New York, in which, as in London or Paris, there are a multitude of social, industrial, intellectual, and artistic worlds.

✓ The American experiment of having a capital city set off entirely by itself purely for the consideration of national interests is interesting and unique. It followed as a natural result that the city at first was somewhat provincial and insulated; but the capital has grown more and more with the growth of the nation. It furnishes a field for social as well as political aspiration. It has had to struggle against the great disadvantage that those who shape its development as a city do not live there for several months in the year and have other local and urban interests which demand their attention and loyalty. But with the consolidation of American nationality, the shortening of distances through transportation, Washington, in spite of its geographical location so far from the geographical center of the country, is becoming more and more centered in the admiration and love of the American people.



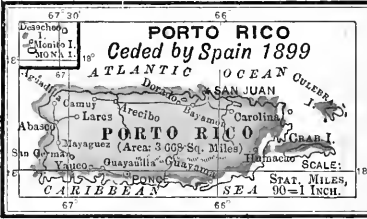








THE WIDER
PINK SHADING
ALONG THE
ATLANTIC COAST
COVERS ALL THE
SETTLED
TERRITORY IN THE
UNITED STATES
AT THE CLOSE OF THE
REVOLUTIONARY WAR.

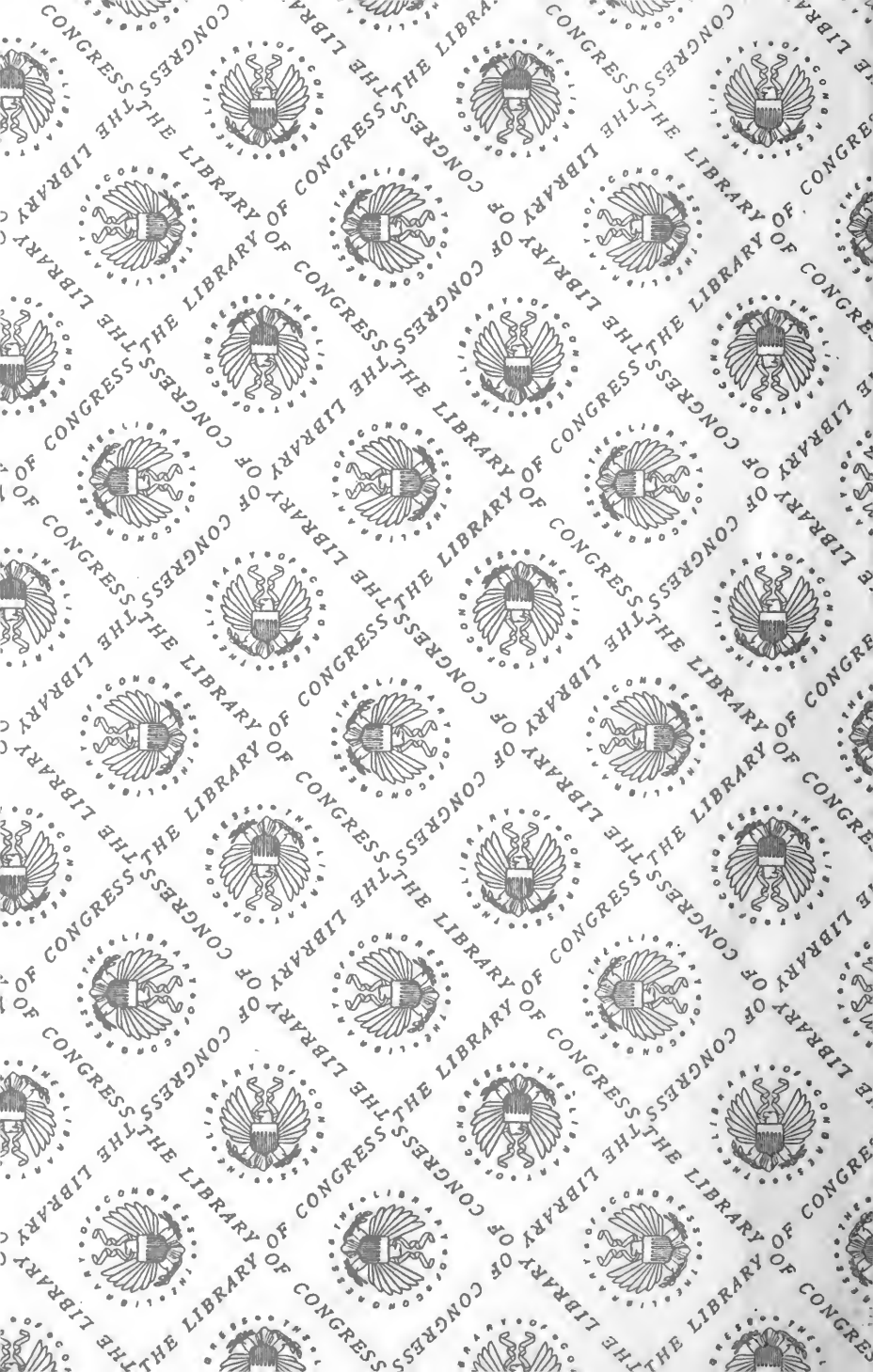


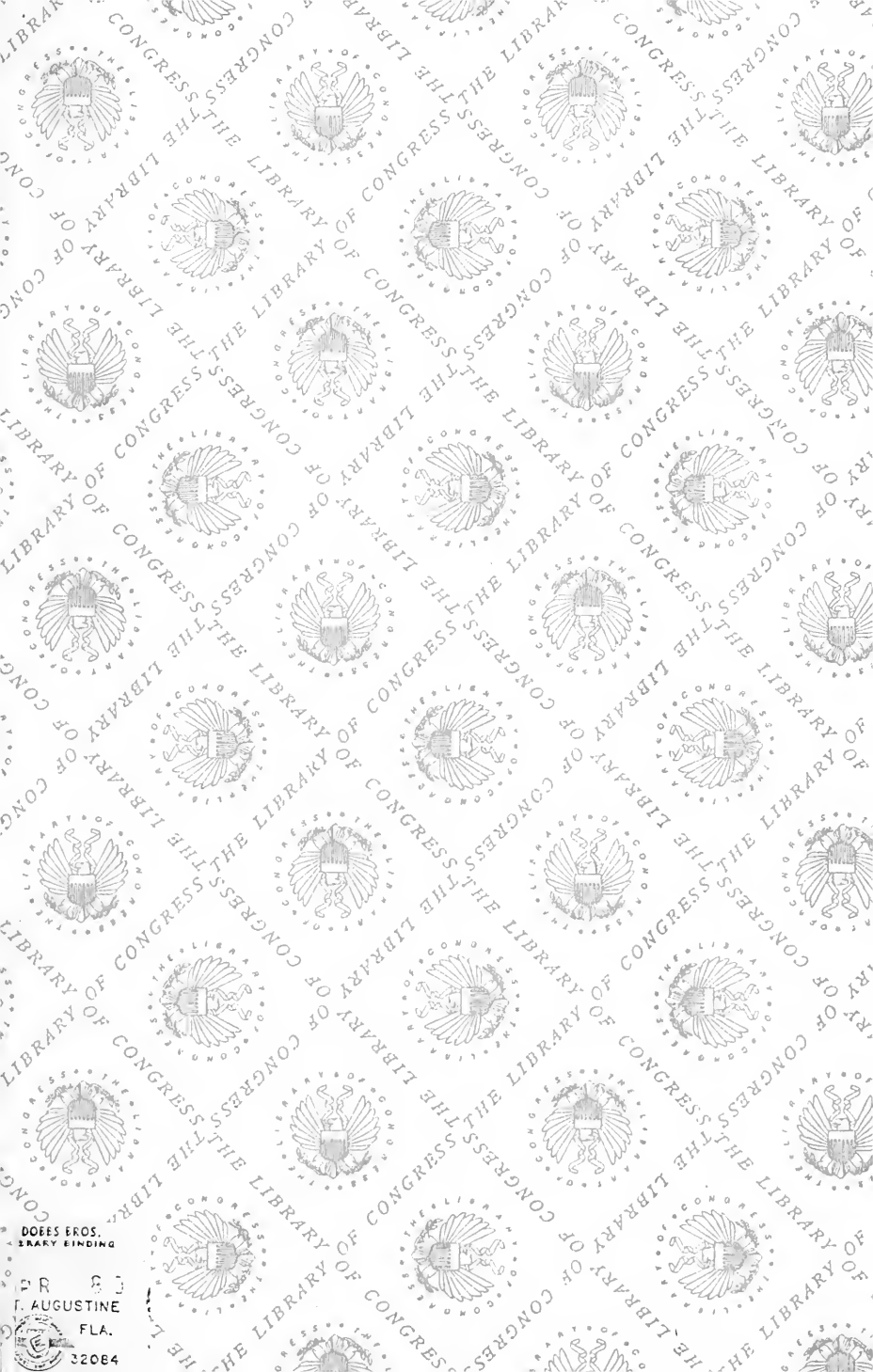
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